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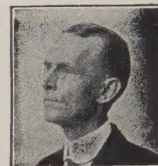


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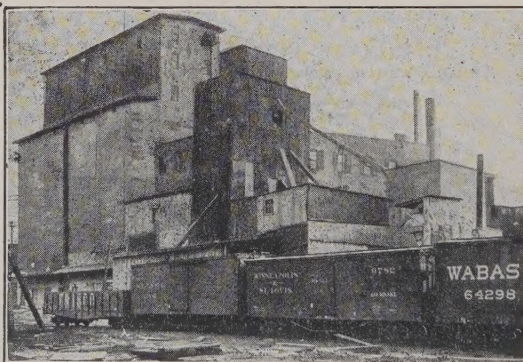
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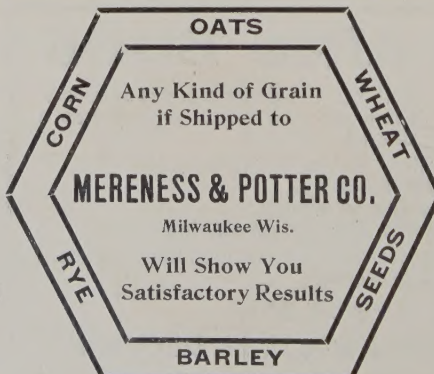
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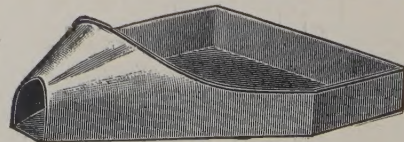
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MINNEAPOLIS, MINN.

J. H. Riheldaffer Co.

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Grain Commission

Careful personal attention given to consignments.

E. L. WELCH COMPANY

GRAIN COMMISSION
MINNEAPOLIS AND DULUTH
Consignments Solicited

The VAN DUSEN-HARRINGTON Co.
GRAIN COMMISSION

Write for prices and samples. We solicit your consignments and futures business.
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**You Will Make A
"SAFE HIT"**

Every time you
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**CAR OF GRAIN
GOULD ELEVATOR CO.**

Paid Up Capital \$75,000

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F. J. SEIDL

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We own Fireproof Terminal Elevator at Minneapolis for transferring and cleaning our customers' grain, but do not own country elevators.

Do you want careful and courteous attention devoted to your consignments?
TRY US.

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GRAIN COMMISSION

Three offices maintained by us means Results.

May we send our market letter?

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GRAIN COMMISSION

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MINNEAPOLIS

Milwaukee

WHEAT

J. F. Fraser

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M. W. Smith

CORN and OATS

R. G. Sims

INDIVIDUAL
ATTENTION
GIVES BEST
RESULTS

CONCENTRATION

honesty to the focus of PERFECT SERVICE. We concentrate all our efforts towards the producing of results for our shippers—results that insure their continued patronage.

Concentrate all your thoughts upon the work in hand. The sun's rays do not burn until brot to a focus. We bring long experience, business ability and tact, and old-fashioned

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E. A. Brown & Co.
GRAIN COMMISSION

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922-23 Chamber of Commerce, MINNEAPOLIS, MINN.

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L. F. MILLER & SONS

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CONSIGNMENTS SOLICITED

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E. L. ROGERS & CO. COMMISSION MERCHANTS

Grain, Hay, etc. Consignments a Specialty.
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YOU ARE LOSING MONEY

If you do not avail yourselves of Lemont's facilities for marketing your oats. Drop us a card and we will furnish names of satisfied shippers.

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Accounts Solicited

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GRAIN AND FEED

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CORN and oats in split cars find a ready market here.

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Put Your Name

where everyone identified with the grain trade will see it and keep it there.

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OF CHICAGO

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Cincinnati, Ohio

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CINCINNATI GRAIN CO.

Commission Merchants

GRAIN, HAY and FEED

CINCINNATI, OHIO



THE SECRET OF BUSINESS
SUCCESS IS IN
SERVING WELL
TRY OUR SERVICE

THE RICHTER GRAIN CO.

Grain, Hay, Flour and Feed

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Buyers for Exporters, Mills and Elevators.
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WE SELL Choice Hard Winter Wheat

Can give you best quality Kansas, Oklahoma wheat at best prices, direct from country points,

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Form 10 contains 100 original and 100 duplicate contracts for the sale of grain. Originals are printed on bond paper with spaces on back for entering grain delivered on the contract. The duplicate contract is a copy of the original so that by placing a sheet of carbon between the two, any entry on one is duplicated on the other. The contracts are check bound in heavy binder's board, numbered in duplicate, size 5 1/2 x 8 1/2 inches.

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Write or Wire for Prices

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McCullough Grain Co. WICHITA, KANSAS

We want to hear from all buyers of strictly country run Kansas and Oklahoma Turkey and Hard Wheat. Ship direct from country stations.

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you want to do business with the grain shippers.

Tell them so. The Grain Dealers Journal reaches them

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GRAIN and SEEDS

"Now, and at all times, a square deal"

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308-310 Chamber of Commerce, BALTIMORE

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Grain, Hay and Seeds
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312-314 Chamber of Commerce
BALTIMORE, MD

CONSIGNMENTS A SPECIALTY**JOHN T. FAHEY & CO.**

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Grain Receivers and Shippers
In the Market every day
Remember us on Rye BALTIMORE, MD.

*Do You Sell or Consign***KIRWAN BROS. GRAIN COMPANY**

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Buyers, Receivers and Shippers
THEY GET RESULTS

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DAILY FLOUR CAPACITY 4,000 BBLs.
ELEVATOR CAPACITY 1,500,000 BU.
Always in the market for milling wheat;
ask for our daily bids.

QUICK RETURNS

Is what the shipper likes.
Grain shipped to Toledo comes
Through promptly. We let
Shippers know at once how
it grades, etc.
Also send checks promptly.

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"At it since 1879"

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Futures, Toledo and Chicago
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OUR DAILY MARKET LETTER

Start the Day Right by Reading
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Your business. Hitch up with an ad.
in the Grain Dealers Journal. You
will then have a pleasant and profitable
ride.

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write or wire us
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610 Board of Trade Indianapolis, Ind.

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Elevators, and twenty-five years in Indianap-
olis, enables me to sell at full prices. Consigned
grain receives as careful attention as my own.
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We own terminal elevator here. Can protect
your interests. Try us.
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The Commission Firm of Indianapolis
Best Prices on Consignments. Prompt Returns
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reduce any number of pounds from
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—ON CARDS—

Clark's Tables for wagon loads reduce any
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bushels of 56, 70, 72, 75, 80 and 32, 33 and 35
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Is designed to afford ready reference to the entry or record of any car number. Its
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1, 2, 3 and 4; while columns on the right hand page are numbered 5, 6, 7, 8 and 9. Each
column is ruled into three distinct divisions with the following sub-headings: "Initial,"
"Car. No." and "Record."

The marginal index figure represents the right hand or unit figure of the number
entered; and the column heading the second or tens figure. So in looking for, say 9846,
we know it is on the page indexed 6, and in the column headed 4, and is quickest found
by looking down the blue line for the third figure or 8. The instances in which these
three figures appear in this combination will be so few that the required number can
always be instantly found if properly entered.

The book is made of heavy ledger paper and well bound in half Russia.
Size, 11x14½ inches.

No. 40 contains 36 pages, with spaces for registering 9,000 cars. Price, \$1.50.
No. 42 contains 68 pages, with spaces for registering 17,000 cars. Price, \$2.50.

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255 La Salle St., CHICAGO

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Brokers and Manufacturers Agents

**Grain, Hay, Flour
and Millfeed**

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McLane, Swift & Co.

Buyers of Wheat, Corn, Natural and Clipped Oats, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk. BATTLE CREEK, :: MICHIGAN

WE HANDLE all kinds of grain and feed; also make a specialty of off grade and sample wheat, feed barley, kaffir corn, etc.

Correspond with us. Think it will pay you.

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Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana, and Illinois. We want strictly sound winter wheat, yellow shelled corn and recleaned white oats.

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We Buy Grain for All Markets.

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Milling Wheat One of My Specialties

WRITE FOR QUOTATIONS ON

"GRAIN and HAY"

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Bollers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

**GRAIN
DEALERS JOURNAL**

OF CHICAGO.

Quotation Record

is sheets of bond paper ruled to facilitate keeping a daily record of the market prices of options on Change. Each sheet or chart is headed "Board of Trade Quotations for the Week Commencing Monday—, 190—." Each sheet has twelve columns provided for different options, four for Wheat, four for Corn and four for Oats; also spaces for the market on each at 9:30, 10:30, 11:30 and 12:30 and the close, as well as the closing price the previous week.

As a handy reference record of market prices it has no equal. Each sheet is 9½x14 inches and has spaces for one week's record. The sheets are put up in blocks of sixty—a year's supply. Order Form 97A, price 75 cents.

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Brings Business, Gets Results
Unstinted.



TURLE & COMPANY

CAR LOTS

of all kinds of grain

IN and OUT of

**DULUTH or
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TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued.

It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manilla stock. It is re-inforced at back with silk cloth.

Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks.

The tables show the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs. Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn, Rye and Flax Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2 3 and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 50, 48 and 32 lbs. per bu. when the rate per 100 lbs. is 1 to 30¢ cents
in ½ cent rises Price postpaid 50 cents

Grain Dealers Journal

255 La Salle Street

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GASOLINE ENGINES AND
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WE WILL SAVE YOU
MONEY.

SPECIAL PRICES ON COMPLETE
ELEVATOR EQUIPMENT.

SEND US YOUR
ORDERS.

EVERYTHING
IN THE
ELEVATOR

CAN BE
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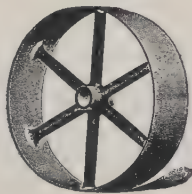
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American Supply Co.
OMAHA, NEB.

LARGEST STOCK GRAIN ELEVATOR
MACHINERY & SUPPLIES LOWEST PRICES

GASOLINE ENGINES, SCALES, CONVEYING MACHINERY ETC.

Sheave Wheels
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Cast Iron, Steel
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LARGE STOCKS



We make and sell
all styles of Coup-
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BIN GATES OF
ALL KINDS



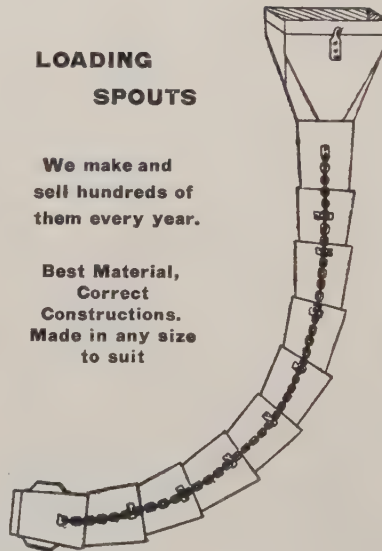
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Receiver
Joints and all
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We make and
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them every year.

Best Material,
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Made in any size
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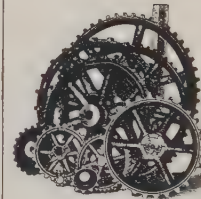


Sprocket
Chain
All
Sizes



SPROCKET
WHEELS

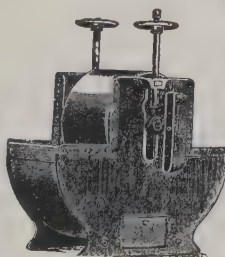
Plain, Split, or
with Clutches.



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EASY
ATLAS
SAMSON
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CAST IRON BOOTS,
ADJUSTABLE,
ALL SIZES.



BOOT PANS, All Sizes.



SALEM CUPS.



CUP BOLTS
All Kinds.



Rubber
and
Leather
Belting



Our seamless Rubber Belting is the best for
elevator service and is guaranteed.



MACHINE CUT LACING

Rawhide and
Indian Tan
Best Quality

Ask for our Handy Net Price
Catalog.



A complete line of bearings,
Plain and Self-Oiling.



By Comparison always found to be the best. We
carry a full line Wagon, Hopper and Dump Scales.

Ask us about Corn shellers and cleaners.

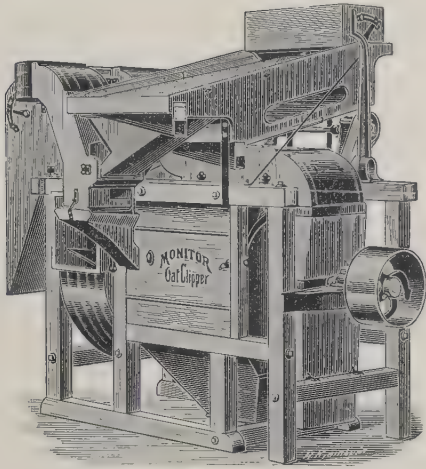


GRAIN TESTERS

Both the
HOWE and
CHAMPION
carried in
stock.

MONITOR OAT CLIPPER

MORE IN USE THAN ANY OTHER MAKE



IT DOES 3 THINGS TO OATS

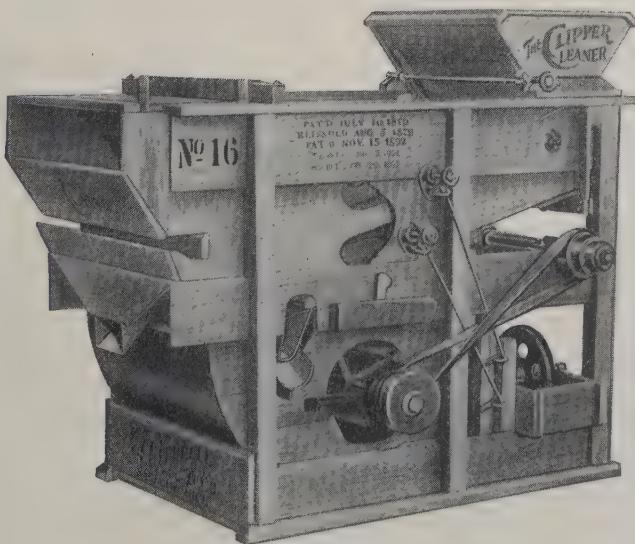
Send your oats through a "Monitor" and this is what happens: The oats are clipped perfectly, you can raise the weight as desired—the adjustment of this machine affording any class of straight or fancy clipping without injury or waste. The oats are cleaned, all impurities being removed by the four repeated separations provided. The appearance of the oats is greatly improved as they are polished and brightened. The "Monitor" requires no more power than machines that perform inferior work. Used by a majority of our largest elevators. Sent on 30 days trial.

HUNTLEY MFG. CO., Silver Creek, N. Y.

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CHICAGO, ILL.—F. M. Smith, 608 Traders Building.
PORTLAND, ORE.—C. J. Groat, 404 Concord Building.
WICHITA, KAN.—J. B. Ruthrauff, 301 S. Lawrence Street.
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The No. 16 Clipper Seed and Grain Cleaner



This is a first class Cleaner of medium capacity that will make any separation that can be made on our largest and most expensive machines

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

This machine is light running, well made, nicely finished and guaranteed to give satisfaction. Catalog and full description furnished on request.

A. T. FERRELL & CO.

SAGINAW, W. S.

MICH.

THE WHEAT AND OATS SAVED
WILL SOON PAY FOR THE

"RICHARDSON" OAT SEPARATOR OR SCREENINGS MACHINE

The Richardson is a Time Saver!
The Richardson is a Worry Saver!!
The Richardson is a Money Saver!!!

THE ALEXANDER MILLING COMPANY
Merchant Millers and Grain Dealers.

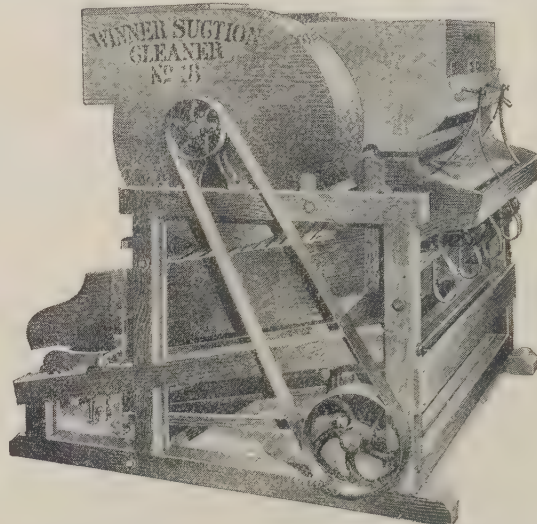
Grain Separator Co., Sparta, Wis. Winfield, Kans. May 24, '11.
Gentlemen: Referring to the No. 2 Combination Separator we purchased of you last February will say, that we are now getting very satisfactory results from it. It enables us to get a good price out of the waste material from our milling separators that we were practically unable to sell before at all, and we are now able to grade this material and make it marketable at all times. We certainly appreciate the work of this machine. Wishing you success we are

Yours truly,
THE ALEXANDER MILLING CO.

WRITE FOR CATALOGUE

Grain Separator Company
SPARTA, WIS., U. S. A.

No. 48 Suction Combined Cleaner and Separator



We **guarantee** our No. 48 Suction Cleaner to have double the capacity of any other Cleaner of the same size made. We also **guarantee** our No. 48 Cleaner to do 75% better work in cleaning and separating all kinds of grain, especially in separating the oats and wild oats from wheat.

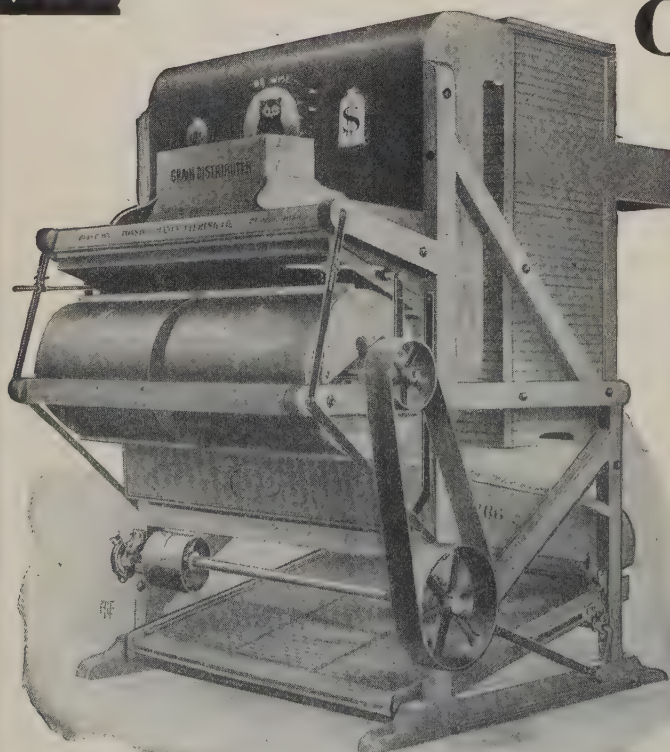
We want to call your particular attention to our exclusive patented device, which enables us to make above **guarantee**. We have stationery, perforate slats arranged diagonally over each sieve; the agitation of the shoe keeps the grain in motion, and distributes it continuously and evenly over each sieve, absolutely prevents wild oats, sticks or any other material from clogging the sieves.

We **guarantee** double the capacity and sell at 25% lower price than our competitors sell the same size machine.

WRITE US FOR CATALOG, PRICE LIST, ETC

AMERICAN GRAIN SEPARATOR CO., Minneapolis, Minn.

"We Got One Cent Over the Market On This Durum,"



writes the Atwood-Larson Company to the Farmers' Elevator Co., of Lonetree, N. D. They further state they have never seen better wheat than that shipped them by the Lonetree Company.

This particular Durum, as well as all the grain shipped by the Lonetree Farmers' Elevator was cleaned on the

NEW PROCESS Grain Cleaner & Separator

Now we are willing to ship the "New Process" to anyone interested in a cleaner on 30 days' trial and guarantee that it will separate and clean the most difficult mixture of grains better for commercial purposes than any other cleaner on the market. We will further include with our regular equipment our

Special Seed Grain Equipment FREE

Let us hear from you on this proposition. You don't take any chances, and if you are looking for the best, you should send for our catalogue and learn particulars and prices.

Fosston Manufacturing Co.,
Merriam Park, (St. Paul) Minn.

Established
Twenty-five
Years

Houses
at Ten
Markets



BEST FOR YOU

The largest, strongest, most efficient live stock commission organization in the world. Handling more Cattle, Hogs and Sheep than any other firm in existence. Annual cash turn-over more than \$75,000,000.00. Twenty-five years of steady growth. Among the smallest firms in 1886. The acknowledged leaders in 1911. Employing a staff of over fifty of the best salesmen to be found at the ten leading markets.

"The Live Stock Report," a sixteen-page illustrated weekly, published by Clay, Robinson & Co. for over 20 years, is undoubtedly the greatest existing single aid to the profitable feeding and marketing of live stock. It will be sent to any person who ships at least one carload of live stock per year without further cost than the actual postage, which is 50 cents per year. If you do not find the paper worth more than you expected, your money will be cheerfully refunded. Requests for the "Report" should be addressed as follows: Report Dept., Clay, Robinson & Co., Union Stock Yards, Chicago.

It is always Safe to Consign to

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South Omaha
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WELLER-MADE

—is the RIGHT kind of Machinery to solve your Elevating, Conveying and Power Transmission Problems.

WHEN you install WELLER Made Machinery you begin to handle materials and transmit power better than ever you did before. You start saving time and money—you begin right away to get more for your investment.

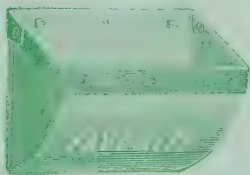
Our engineering department will gladly advise you in the selection of equipment most suitable for your requirements.

WELLER-Made Man Lift

The Weller Improved Man Lift, shown in illustration, is conceded to be the most practical, thorough and efficient lift on the market. The word "Improved" is merited and has been added because of the vast improvements over others. The price is reasonable.

There are seven points of superiority which you cannot afford to overlook if you are in the market for a man lift. These are described in the catalog and demonstrate exactly why this man lift is the one you need.

Elevator Buckets



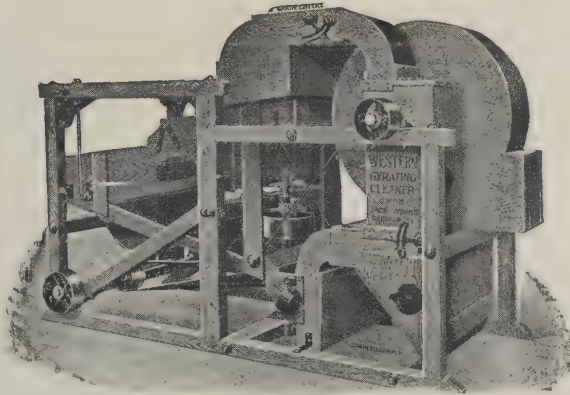
When you buy elevator buckets buy FAVORITE buckets and get the most value for every dollar you invest. FAVORITE buckets are made from the right materials in the right way—the Weller way. Any style or size you want.

New Catalog—Ready August 1st

On August 1st we begin delivery of a complete book on elevating, conveying and power transmitting machinery—the No. 20 Weller catalog. A copy will be sent free if you make the request at once.



Weller Mfg. Co., Chicago



The WESTERN Gyration Cleaner; Built in Seven Sizes

The Hundreds of Grain Elevators Equipped with Western Machinery

are the best evidence of its superiority. More grain men insist on having WESTERN MACHINERY every year, because it gives them less trouble, requires less repairs, and is more economical in the long run.

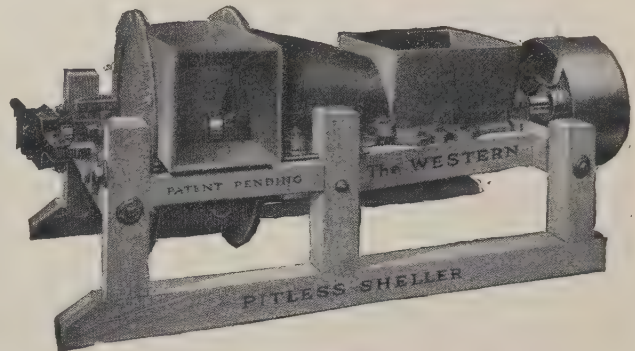
Everything from Pit to Cupola

It has been our aim for nearly half a century to make our product just a little better than the other fellows'.

That is one secret of our success.

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Union Iron Works, Decatur, Illinois
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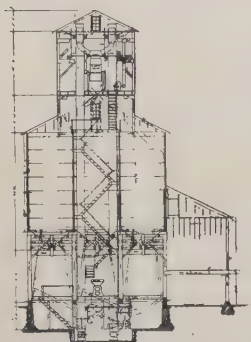
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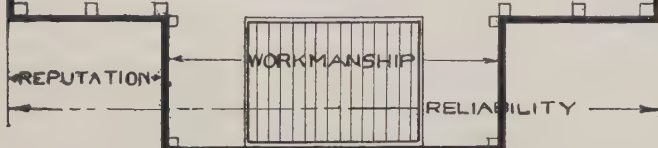
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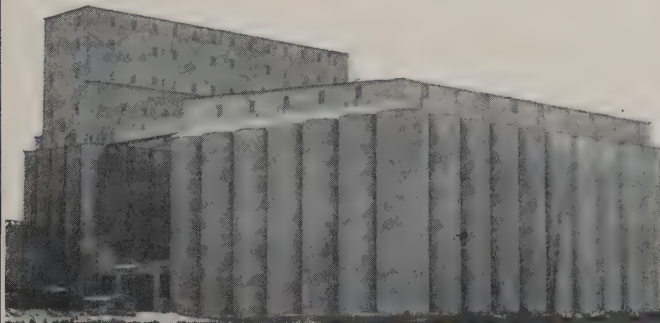
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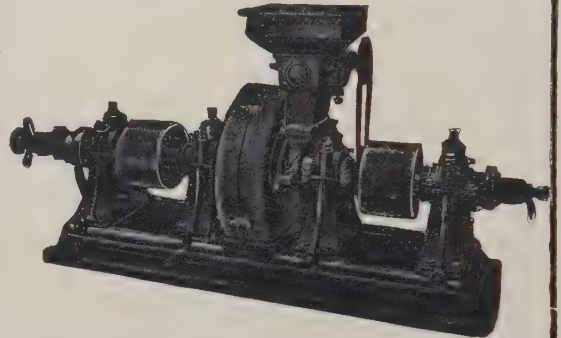
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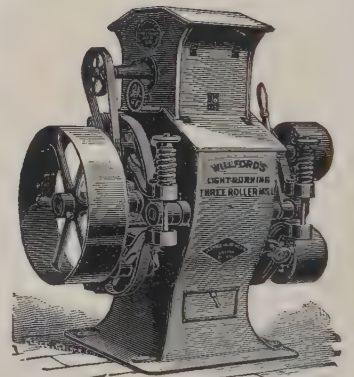
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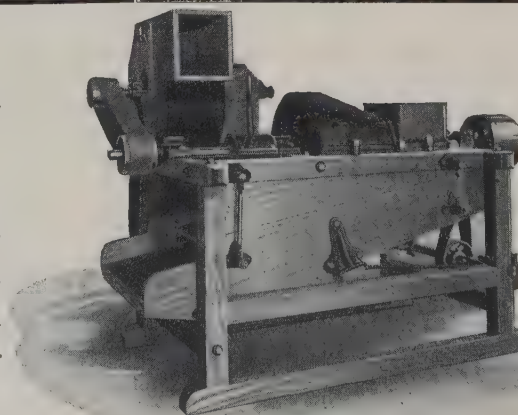
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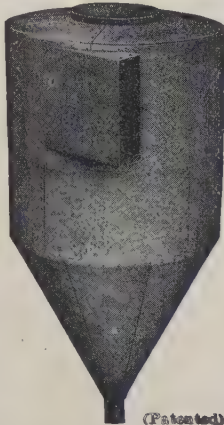
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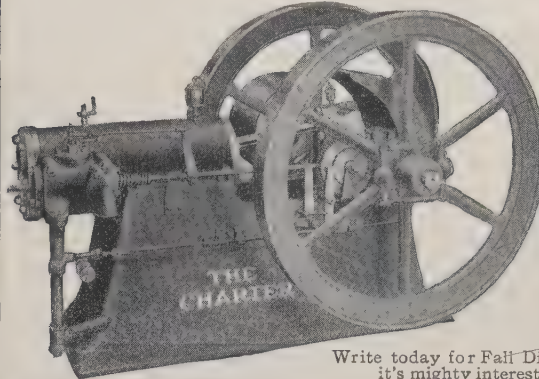


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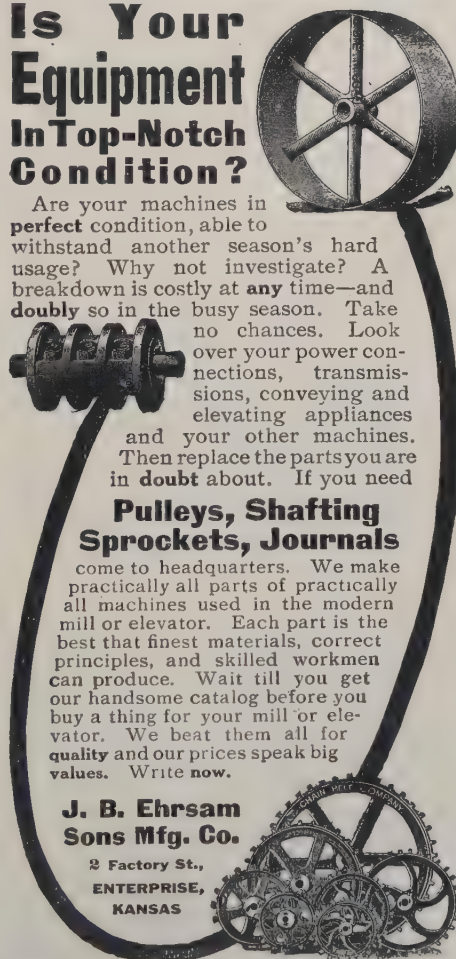
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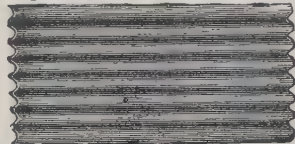
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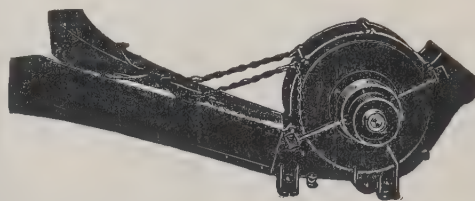
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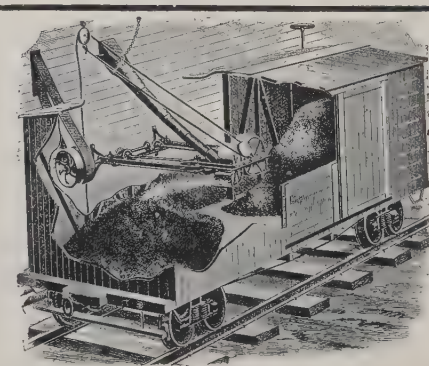
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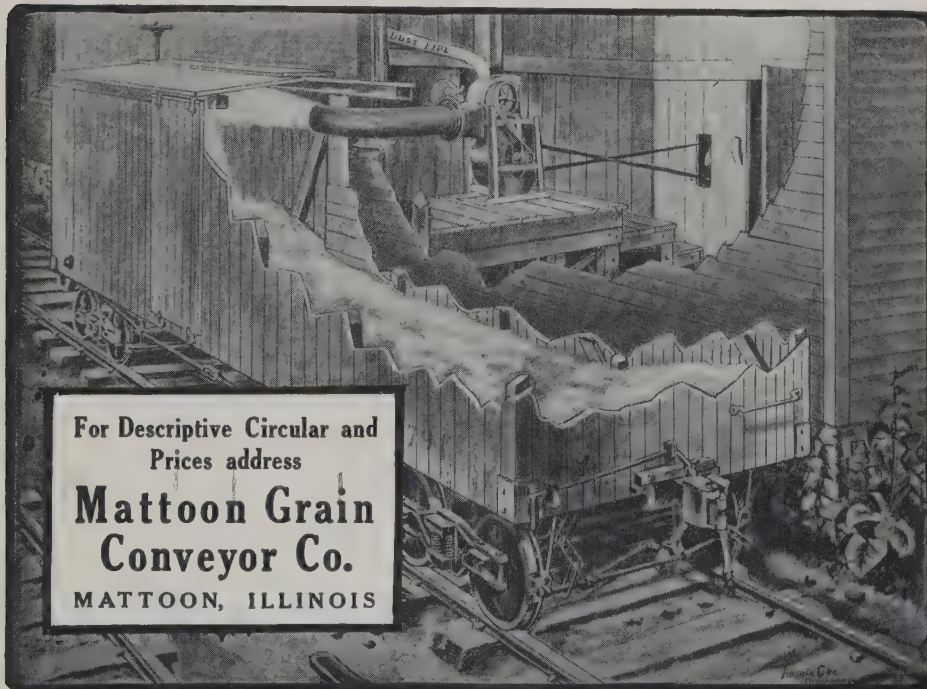
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FIRST and most **IMPORTANT**—It is impossible for it to crack or mill the grain.

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THIRD—It is strong and durable, automatic in its action, and requires no attention after starting.

FOURTH—The constant moving of the pneumatic tube as it loads the grain, prevents any accumulation of dust or dirt in the center, or any other part of the car, thereby avoiding heating, and "off" grades.

FIFTH—It cools and dries the grain as it passes through the current of air.

ELEVATOR and CONVEYOR



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No matter what your
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EDISON BSC PRIMARY BATTERY

It will do your work reliably, efficiently
and at low maintenance and operating
cost. Write for this book now.

Thomas A. Edison, Inc.,

49 Lakeside Avenue, Orange, N. J.

THOMAS A. EDISON, INC., is the new corporate name by
which the Edison Manufacturing Co. will hereafter be known.

U. S. GRAIN CLEANER

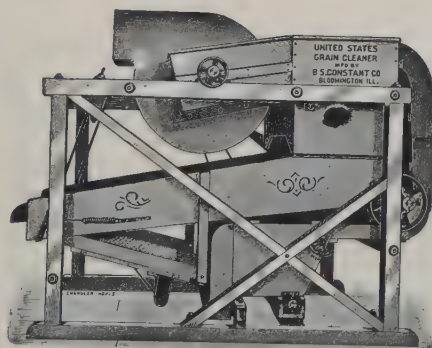
was one of the best attractions at the
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June 19th to 24th

"SIMPLICITY IS GRANDEUR"

Few parts to wear or get out of order. Perfect air and
screen separations. New tossing movement turns the
shucks over and saves all the corn. No vibration.

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Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000
wagon loads. Each man's loads are entered on his page.
It keeps a record of scale weights. From it both debits and
credits are posted to ledger, crediting the customer with
the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of
making errors by posting from original entries.

The book is ruled with column headings as follows:
Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare;
Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledg-
er paper is used. The regular ledger index in front will accommodate
all names necessary. The book is bound in extra heavy cloth covers
with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a per-
fect record of the shipments of 5,000 cars. Facing pages are
given to each firm to whom you ship and name indexed.
The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen
ledger paper is used. The regular ledger index in front will
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ORR-NEWELL CO.
CEDAR RAPIDS, IOWA



ALLEN'S ANTI-RUST PAINT

THE NAME DESCRIBES IT.

Proof against salt, acids, alkalis, fumes, sun, water, time.

COSTS LITTLE—LASTS LONG.

If interested write us.

ALLEN ANTI-RUST MFG. CO.

439 RACE STREET.

CINCINNATI, O.

R



Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

10c per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

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Manufacturing Chemist

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Claim Losses Prevented

by **TYDEN SELF-LOCKING CAR SEALS** bearing your name and consecutive numbers. Thousands of shippers use them. Write for samples and prices.

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We make a specialty of—

SEAMLESS STEEL BOILER TUBES.

They are the best made.

We carry a liberal stock and solicit your orders and inquires.

THE ENGLISH TOOL & SUPPLY CO.

Kansas City, Mo.

CHICAGO SCALE COMPANY

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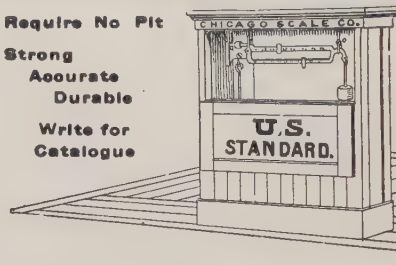
Strong

Accurate

Durable

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Manufacturers of all Kinds of

U. S. STANDARD SCALES

Best Scales Made For

Stock, Hay, Grain and Merchandise

Official Scale at all Fat Stock Shows

Highest Premiums Awarded at all Expositions

Only Scales Made Arranged to Hang in SOLID STEEL FRAMES

"EUREKA" GRAIN DRYERS



Are easily controlled,

Continuous in operation,

Thoroughly Reliable,

Inexpensive to install,

Results are Uniform.

All our claims are fully substantiated.

Any percentage of moisture can be removed.

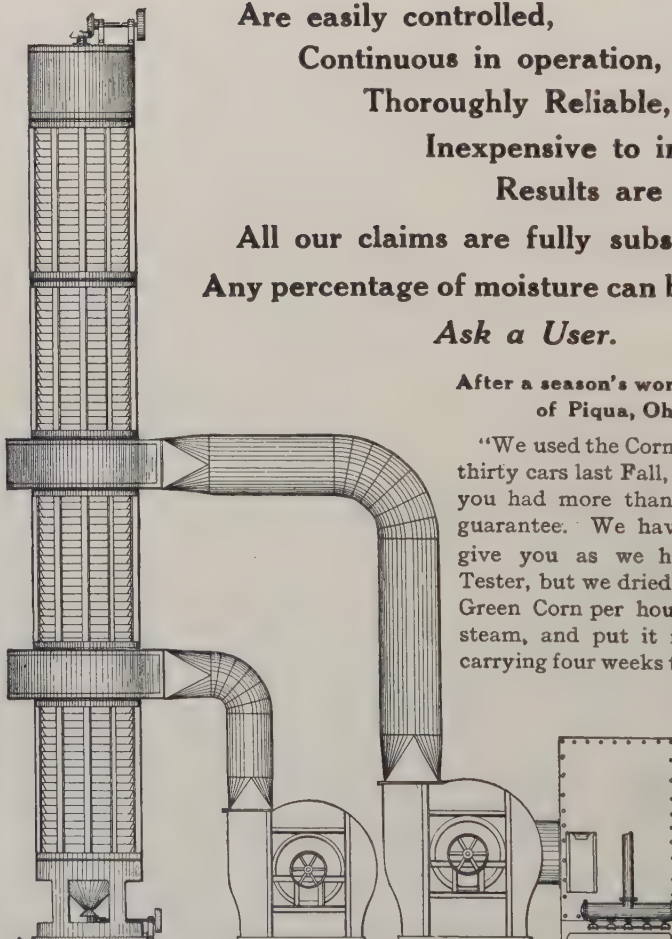
Ask a User.

After a season's work, C. N. Adlard, of Piqua, Ohio, says:

"We used the Corn Dryer on about thirty cars last Fall, and found that you had more than exceeded your guarantee. We have no figures to give you as we had no Moisture Tester, but we dried 160 bushels of Green Corn per hour, with 30 lbs. of steam, and put it in condition for carrying four weeks to New England.

Our Broker said we had the best corn that had arrived in that section.

We would not be without the Dryer at any cost."



Sole Manufacturers

THE S. HOWES COMPANY

Grain Cleaning Machinery Specialists

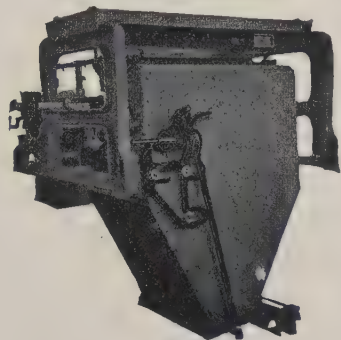
"Eureka Works," Silver Creek, N. Y.



LEND US YOUR EARS

for a minute, Mr. Grain Dealer:

Suppose you have an automatic scale up in the cupola of your elevator—shouldn't you be mighty glad to know that no matter whether cobs, husks, horseshoes and things like that were accidentally delivered to the



scale, that it wouldn't stop and choke the elevator leg—also that the grain couldn't get through the scale without being weighed and tallied dead right to a few pounds. With such a scale you could sit in your office until the car was loaded and know the scale was on the job and didn't need your attention.

Isn't it worth while having a scale like that?

Well, you can get one. This describes a perfect automatic scale—THE RICHARDSON—the standard of the world for 20 years. Built in an up-to-the-minute plant with automatic machinery.

Why not sit right down and write for particulars?

RICHARDSON SCALE COMPANY

79 W. Monroe Street, Chicago

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HESS DRIED —IS— BEST DRIED

Hess Dried grain brings a premium and is always in demand. Germinates strongly, mills easily and **keeps** till you use it.

Hess Grain Dryers are used everywhere and are the standard of excellence in drier construction. We make all sizes from 400 bushels daily capacity up to the monster driers such as we built at Boston, New York, Baltimore, Philadelphia, New Orleans, Galveston and other exporting stations.

Ask for Free Booklet

Hess Warming & Ventilating Co.

907 Tacoma Bldg., CHICAGO

P. S.—Ask us also about the Hess U. S. Moisture Tester.

Fairbanks Portable Automatic Scales

Weigh the grain quickly and accurately.



Adjustable platform. Easily moved. A saver of time, labor, material and mistakes.

Will soon pay for itself in any mill or elevator.

Send for Catalog Number AW550.

Fairbanks, Morse & Co., Wabash Ave. and Eldredge Place - CHICAGO, ILL.

GAS ENGINE BOOKS

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

THE PRACTICAL GAS ENGINEER, by E. W. Longanecker, M. D., Price \$1.00.

THE GAS AND GASOLINE ENGINE, by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK, by E. W. Roberts, Price, \$2.00.

GAS ENGINE TROUBLES AND REMEDIES, by Albert Stritmatter, Price, \$1.00.

PLAIN GAS ENGINE SENSE, by E. L. Osborne, Price, \$1.00.

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Too bad you got "stung" on that last cleaner.

Don't let it happen again.

Buy a Reliable **BEALL** Cleaner.

You will be proud to show it to others especially years hence.

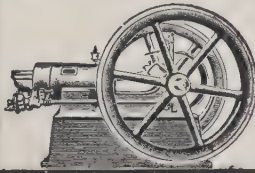
The Beall Improvements Co.

DECATUR, ILLINOIS

YOU WANT GOOD ELEVATOR POWER

You must have it to make profit on the long and short jobs. You get what you are looking for in the

WITTE GAS & GASOLINE ENGINES



The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

GUARANTEED 5 YEARS

The proposition we make to introduce will appeal to you. In writing state size wanted.

WITTE IRON WORKS CO.
1626 Oakland Ave., Kansas City, Mo

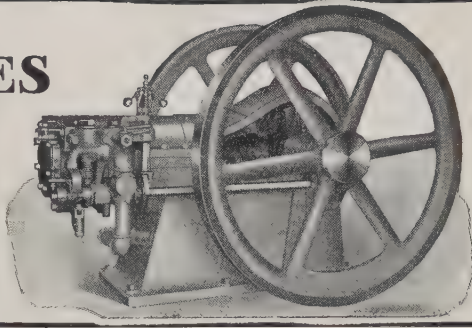


"NEW ERA"

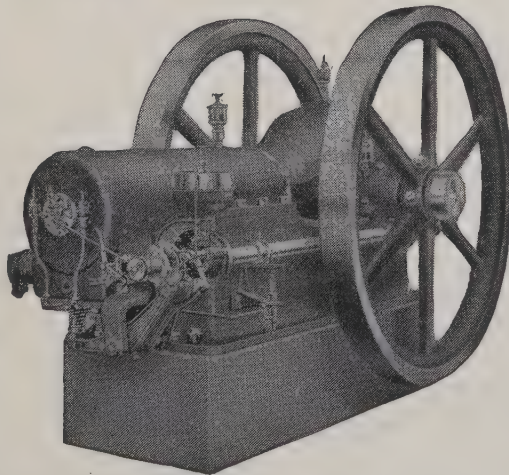
GAS AND GASOLINE ENGINES

are of the highest mechanical efficiency. There is nothing better to be had. Ready to run always, and give universal satisfaction. Used by elevator men all over the United States. They have many patented features, giving the greatest economy in operation. Our patented water jacketed cylinder head requires no packing. We have many other advantages. Send for catalog, and prices from 3 to 100 H. P.

THE NEW ERA GAS ENGINE CO.
86 Dale Ave. Dayton, Ohio



THE FIELD = THE ENGINE OF NATIONAL SUPREMACY



The Field Engine is today the highest class Engine built in America, and is one of the most popular Elevator Engines.

If your dealer does not carry them, write direct to

The Field Brundage Company

302-332 Belden Road

Jackson, Mich., U. S. A.

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OIL ENGINES

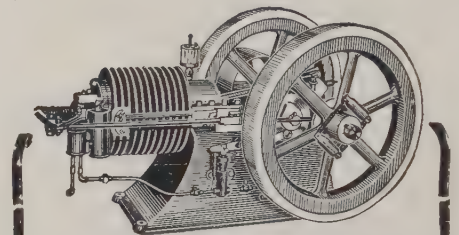
Satisfactory operation insured by successful application of the Patented Wipe Spark Igniter, Disc Counterbalances and Vertical, Positively Operated Valves for twenty-five years.

The heavy Oil type with its unusual advantage in economy of operation is a distinctly characteristic production of the largest and most progressive exclusive plant in America. For description of the Foos Oil Engine see Special Bulletin K. D.-20.

The Foos Gas Engine Co.

Springfield, Ohio

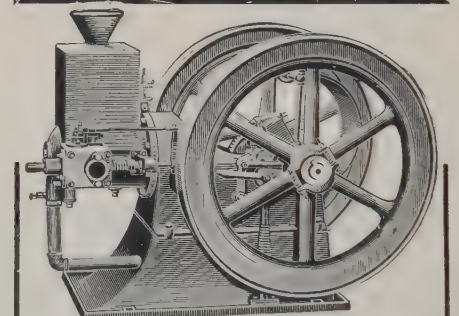
Horizontal and Vertical Engines from 2 to 500 H. P.



WE DON'T CLAIM — WE PROVE IT

that this fan and waterless Gas Engine will run on one-third less gasoline than that of any other make, by giving you a 30 day FREE TRIAL. WRITE

GADE BROS. MFG. CO., 110 Main St., Iowa Falls, Ia.



Havana Gasoline Engines

Write for price and particulars.
HAVANA MFG. CO., HAVANA, ILL.

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of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels Destination, Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 20 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. PRICE, \$1.50.

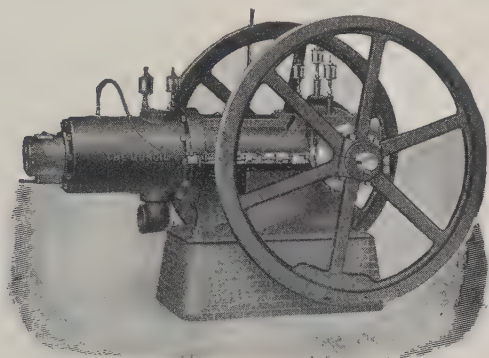
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255 La Salle Street, CHICAGO, ILL.

50c Runs a 25 Horse
A DAY Power 10 Hours

The Muncie Oil Engine

"Producing Power with the Cheapest Fuel."



It Operates on Crude Oil, Fuel Oil, Kerosene or Distillate. The few working parts reduce possible repairs and expenses to a minimum making the engine pay for itself in a short time.

Write for particulars, references and prices.

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ELEVATOR MACHINERY

GRAIN DRYERS—All Sizes, CRUSHERS, SHELLERS and MILLS, CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
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Clark's Decimal Grain Values

SAVES TIME, MONEY AND PREVENTS ERRORS

It shows at a glance or with the simplest addition the cost of any quantity of Oats, Corn, Rye, Flax Seed, Wheat, Clover, Peas, Potatoes, Barley and Buckwheat at any possible market price per bushel and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels. Quantities are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the quantity column; the smaller the hundreds only.

Form No. 35 printed on 80 pound book paper bound in art canvas. Price \$5.00.
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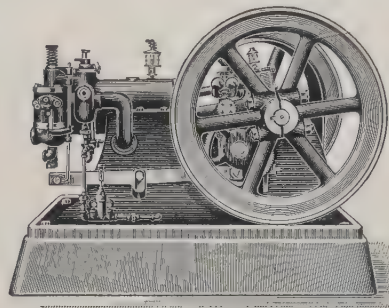
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Get to Know the ALAMO

IF YOU HAVE TRIED THE REST, NOW TRY THE BEST

Alamo engines are built in sizes from 2 to 60 H. P. Are used by the largest railroad companies in the world, as well as some of the largest grain elevator companies.

Write us and we will give you the names of men near you who have an Alamo.



**Easy to Start
Economical
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Complete stock
of repairs at the
Omaha house.

Manufactured by the **Alamo Mfg. Co., Hillsdale, Mich.**

WRITE

ALAMO ENGINE & SUPPLY CO., Omaha, Nebr.
for Information and Catalog in Central Western States.

OTTO GAS AND GASOLINE ENGINES

Have a world wide reputation for Fuel Economy.

Have been the standard for Reliability for thirty-five years.

Have over 100,000 satisfied users to whom we refer.

The OTTO has been awarded over 475 medals and diplomas, and has won in every competitive test.

OTTO engines are made from one to three hundred horse power and are designed to use gasoline, distillate, alcohol, liquid fuels, natural, illuminating and producer gas.

We make engines for every power purpose. Write to-day for literature covering type of engine that interests you.

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LARGEST AND OLDEST MANUFACTURERS INTERNAL COMBUSTION ENGINES IN THE WORLD



MILWAUKEE BAG COMPANY

CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

MILWAUKEE BAG CO., Milwaukee, Wis.



MILWAUKEE BAG COMPANY

EVERYBODY USES

Lead Pencils and Penholders

USE THEM FOR YOUR ADVERTISING
THEY INTRODUCE AND REMIND
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Will send you a nice assortment of 18 samples of Pencils and Penholders for 35 cents, postage paid. (Send coin or 1 cent stamps)

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EVERYTHING FOR THE ELEVATOR



CLAUS-BLAND MFG. CO.

Successors to
GRAIN DEALERS' SUPPLY CO.

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—You give the problem. We the solution—

Wise Seed handlers are doing this some thing every day. Asking us how they can reduce their expense, and yet, have better their productions. Our answer is the following; install a cleaner which does not consume much power, one that is durable, one that is simple to operate, and the most important thing is, install a cleaner that positively cleans the seeds. The only Cleaner containing all these essential parts is the



STANDARD SEED AND GRAIN CLEANER

The demand for clean seeds by the field seed buyers, who are fast realizing the advantages of handling clean seeds, assures you better results. Profit by the experience of others, and send your problems to us.

INTERNATIONAL MFG. CO. Crestline, Ohio

The Reynolds Grain Purifier



The adjoining cut represents a large purifier installed for the Armour Grain Co., Chicago, Ill., with a capacity of 6,000 to 12,000 bu. per hour, depending on the quality of grain before and color desired after.

The mechanism is entirely different from any other and it stands in a class alone. It consists of practically an empty tower—no baffles or shelving inside. The grain is moistened near the top, the tower is filled from bottom to top and the fumes are forced through the entire mass by means of a pump specially designed for this purpose.

It will do the work faster and better and I guarantee it to purify two bushels at the same cost of other purifiers purifying one

The capacities of single purifiers are as follows, No. 1, 1500 bu. per hour; No. 2, 3000 bu. per hour and No. 3, 6000 bu. per hour. All of the leading grain companies are dispensing with the old style purifiers and installing the Reynolds.

For further information, write

E. H. REYNOLDS

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RATS & MICE EXTERMINATED SCIENTIFICALLY

Without danger. No odors. Ask the
PASTEUR LABORATORIES OF AMERICA
Room 862, 443 So. Dearborn St.
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DIRECT REDUCTION TABLES

for

**Wheat, Buckwheat,
Barley and Timothy**

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle Street

CHICAGO, ILL.

Written Contracts Book

This book is planned for recording agreements for the delivery of grain bought. By its use each party there-to obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold.....bushels of.....at.....per bu., to be delivered on or before..... It also certifies that he has received.....dollars on the contract.

The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4½". If you contract for grain you cannot afford to be without these blanks.

Order form No. 9. Price, 50 cents

GRAIN DEALERS JOURNAL

255 La Salle St. CHICAGO, Ill.

Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on. Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives it to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal

255 LaSalle Street, Chicago, Ill.

WHAT IS SAVED—IS EARNED



A material reduction in your FIRE INSURANCE means a continuous saving, and one that soon pays the initial expense of the

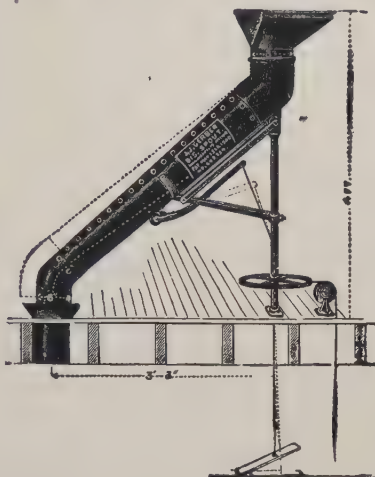
AUTOMATIC HOT JOURNAL ALARM SYSTEM

That it should be installed in every grain elevator, both country and terminal, is evidenced by the testimony of those who have thus safeguarded themselves. Ask us also about the

ZELNY THERMOMETER

To know the temperature in any part of your elevator, and of the grain in your bins at different depths, is a distinct advantage.

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Satisfaction and a GERBER SPOUTING SYSTEM

The mixing of grain is impossible, can be operated from working floor, made of heavy sheet steel, the pressure of the foot directs the spout into any desired bin, and the position of the foot lever when released will show whether spout is properly seated in floor funnel.

Write for Prices.

J. J. GERBER

MINNEAPOLIS - - - MINN.

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We manufacture a complete line of elevator equipment including Wagon Dumps, Power Shovels, Corn Shellers and Cleaners, Buhr Stone and Roller Feed and Meal Mills, Meal Bolters, Packers, Car Pullers, Passenger Elevators, Grain Handling Appliances, Belting and Power Connections of all kinds, Mill and Elevator Supplies.

WRITE FOR PRICES.

NORDYKE & MARMON CO.

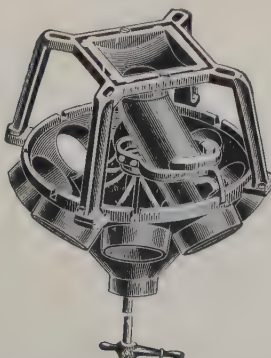
America's Leading Mill Builders

Est. 1851.

INDIANAPOLIS, IND.

The Busy Season

of elevator building and repairing is here. Repairs are big items in maintenance of machinery. Shrewd purchasers estimate and calculate them closely. Economy of space and economy in use are important features.



The Hall Signaling Distributor

is a simple, efficient, durable device which accomplishes ends none others reach as a thousand users will testify.

HALL SPECIAL

(ELEVATOR LEG)

If you had two legs in your elevator, one of them a Hall Special with 7x5½ inch "Omaha" cups, the other an ordinary leg with 11x7 inch cups, the Hall Special would elevate the most grain, do it with less attention, and less cost.

It would cost less to build, and less to maintain. It would elevate steadily, uniformly, reliably.

Hall Distributor Co., 222 Ramge Bldg., Omaha, Neb.

Threshing Coal.

Lincoln and Capital Coal

are old favorites with the threshers.

Don't delay ordering until everyone else wants it and prices advance.

Lincoln Springfield Coal Co.

Old Colony Bldg., Chicago

COAL!

Lill-Robinson Quality

is MORE than the standard; it is the best! When you buy

"L-R" Coal

you not only get the very best the market affords, but you get even more than this. You get

Lill-Robinson Service

This means that when you order coal from the "L-R" Company, you get "what you want when you want it," and if you have had much experience in buying coal you know what this means.

We are shippers of the very best coal from the following fields:

"ECONOMY" 6" Lump and Egg and 3" Nut, Franklin County, Illinois.

CARTERVILLE 6" Lump and Egg and 3" Nut, Southern Illinois.

"GOOD WORTH" Lump, Egg and Nut, from Indiana.

LONE RIDGE POCAHONTAS from West Virginia.

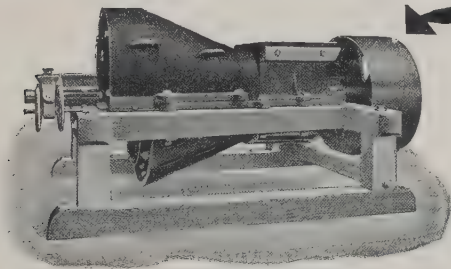
SUNDAY CREEK HOCKING, Ohio.

Write us for delivered prices at your station.

LILL-ROBINSON COAL COMPANY

203 S. DEARBORN ST., CHICAGO

Long Distance Phone, Wabash 3288—ALL DEPARTMENTS



VICTOR CORN SHELLER

Get Ready for the Corn Crop

Throw out your old, out-of-date machinery and prepare to meet competition.

There is nothing better than the Barnard & Leas Mfg. Co. line of Corn Shellers and Cleaners.

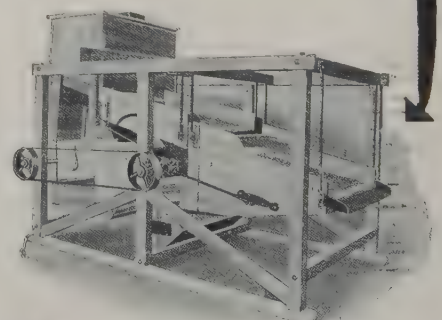
The **Victor Corn Sheller** is known wherever corn is grown as the most durable, economical and efficient machine of its kind.

The **Cornwall Corn Cleaner** was the first of the shaker cleaners. So efficient is it that it has numerous imitators but no equals. It is easily first in capacity, quality of work and durability.

We also make other Shellers and Cleaners, Feed Mills with ball and standard bearings, Separators of all kinds for Mills and Elevators, Oat Clippers, Aspirators, Grain Dryers of all capacities, and Cereal Mill Outfits.

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Barnard & Leas Mfg. Co.
MOLINE, ILLINOIS



CORNWALL CORN CLEANER

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

FOOS ATTRITION FEED MILL and reverse drive for sale. Nearly new. Box 207, Windsor, N. Y.

FOR SALE—3,000 Salem cups, good as new; sizes 6 in. x 16 ins. and 6 ins. x 18 ins. at 15c each. A snap. LaCrosse Wrecking Co., LaCrosse, Wis.

FOR SALE OR EXCHANGE for a 25 bbl. mill outfit a 75 bbl. Barnard & Leas planifter system. Atlas steam engine, all in good running order. Address Box 114, Clarion, Iowa.

NOTICE. LARGEST line of remodeled second hand, also new machinery, supplies, belting, etc., for flour mills, feed mills, grain elevators, always on hand. Lowest prices. G. J. Noth, Monadnock Blk., Chicago.

FOR SALE—4 Fairbanks hopper scales, 1 No. 9 and No. 8 Monitor separator, 1 Rochester flax grain and seed cleaner, 1 double car unloader, 2 friction clutch pulleys, 2 distributing spouts, 1 4 h.p. steam engine, 2 steam pumps, 1 heater and purifier, 6 hopper tanks for boots, 1 26 in. rubber drive belt, 26 in. and 24 in. conveyor belt. We will make a very low price on any of these articles as we wish to move them in the next thirty days. LaCrosse Wrecking Co., LaCrosse, Wis.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfrie, belt drive; 1-7"x15" Alfrie, 2 high roller mill. Separators: 1 No. 1 1/2 Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

SECOND HAND MACHINERY.—We offer the following Rebuilt Machinery at greatly reduced prices (subject to prior sales): Largest stock in the world.

Separators—No. 3, No. 4 and No. 98 Barnard's, No. 8 Eureka Elevator Separators, No. 0 and No. 4 Richmond, No. 3 Eureka, No. 5 Monitor Milling Separators.

Oatclippers—Nos. 6, 8 and 9 Invincible, No. 4 and No. 321 Eureka and No. 4 Barnards.

Feed Mills, 7x14 Great Western, 7x14 Nordyke & Marmon 9x24 Alfrie, and & Leas, all two pair high; 7x14 Richmond, 9x18 Noye, 9x18 Smith, 9x18 Nordyke & Marmon, 9x12 Alfrie, and 9x30 Wolf, all three pair high, and many others.

Roller Mills—All sizes and makes, single and double.

Attrition Mills, 19 inch, 22 inch and 26 inch Foos, 30 inch American, 22 inch and 24 inch Unique, 20 inch Monarch.

Corn Crushers, Nos. 7, 8 and 9 Bowsher; No. 1, Styles N, L and T Foos; No. 2 Triumph, No. 12 Sullivan No. 3 Monarch.

Corn Shellers—No. 2 and No. 4 Victor, No. 4 Western Warehouse, No. 5 Keystone, No. B Standard and 2-Hole Joliet.

Steam Drier—No. 2 Cutler with hood and steam trap.

Elevator Belts—1,200 ft. 22 inch, 6 ply Rubber Belt with 20x6 Buckets attached and many other sizes.

Pulleys—A big lot, both wood and iron, from 3 inch to 10 ft. in diameter.

Write for new book "Gump Bargains," giving complete list all machines in stock. B. F. Gump Co., Mill and Elevator Machinery, 431-433-435-437 S. Clinton St., Chicago.

MACHINES FOR SALE.

PETERSON OAT BLEACHER in good running order. Sold to be replaced by larger machine. Snap for Country Elevator to get in shape to handle stained oats at fraction of cost new machine. Address Bleacher, Box 1, Grain Dealers Journal, Chicago.

STEAM ENGINES—BOILERS.

NEW FROST 33 H. P. ENGINE and 40 h. p. boiler for sale. Run less than a week. The elevator burned a few days after completed and the engine and boiler were located in a brick, metal roofed building and were not damaged. Have no use for them and will sell cheap. Windsor Grain Co., Windsor, Illinois.

FOR SALE AT BARGAIN PRICES

1 20-h. p. Nichols & Shepard traction engine.

1 12-h. p. Stevens traction engine.

1 20-h. p. Atlas L. H. automatic stationary engine.

1 35-h. p. Western R. H. side crank stationary engine. All in first class condition. Union Iron Works, Decatur, Ill.

REBUILT ENGINES AND BOILERS.

ENGINES—CORLISS: 20x48 Wheelock, 18x36 Ohio Heavy Duty, 14x42 Hamilton, 14x36 Vilter, 12x36 Allis, etc.

ENGINES—AUTOMATIC: 15x14 Erie, 14 1/4x16 Buckeye, 11x16x12 Buffalo Compound, 13 1/2x15 Taylor, 13x16 Erie, 13x12 Harrisburg-Ideal, 13x12 Phoenix, 12x14 Green, 12x12 Armstrong & Sims, 11x16 Atlas, 10 1/4x14 Buckeye, 10x14 Noyes, 9x12 Russell, 7x10 Atlas, etc.

ENGINES—THROTTLING: 16x22 J. & G., 14x18 Sinkers-Davis, 14x14 Lewis Vertical, 12x16 Reed, 12x14 Gibbs, 12x12 Wells, 10x16 Bass, 10x12 Oil Well, 9x12 Ball, 9x10 Reed, 8 1/4x12 Leffel, 7x10 O. & S., 6x8 Industrial, etc.

BOILERS—STATIONARY: 72x18 high pressure, 72x18 standard, 72x16, 66x16, 60x16, 60x14, 54x16, 54x14, 48x14, 44x14, 44x12, 42x12, 36x16, 36x12, etc.

BOILERS—FIRE BOX: 100, 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5 and 3 h. p., etc.

HEATERS. All sizes, open and closed.

PUMPS: All sizes, single and duplex.

MISCELLANEOUS: Saw mills, lath mills, edgers, cut-off saws, re-saws, blowers, exhaust fans, tanks, etc. Write for list. Also full assortment of new machinery. Sole manufacturers of the celebrated "Leader" Injectors and Jet Pumps. Send for circular. The Randle Machinery Co., 1748 Powers St., Cincinnati, Ohio.

SCALES FOR SALE.

SCALES for elevators and mills, lowest price. Chicago Scale Co., Chicago.

30,000 LB. HOPPER SCALE for sale. Good as new; this is a bargain. Address Farmers Grain Co., Upland, Nebr.

A SONANDER AUTOMATIC SCALE 1,500 bu. capacity for sale. Latest model as good as new. Price \$100. Shellabarger Elevator Co., Decatur, Ill.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

GASOLINE ENGINES

ONE 50 H. P. IMPROVED MILLER GAS engine for sale. Gregory Electric Company, 16th & Lincoln Sts., Chicago, Ill.

18 H. P. GASOLINE ENGINE for sale. In good running order. Box B, Chrisman, Ill.

IF YOU HAVE a gasoline engine for sale advertise in the "Gasoline Engines" column of the Grain Dealers Journal and get quick results.

25 H. P. ST. MARY'S GASOLINE engine in first class condition for sale. \$100 f. o. b. cars. 2 Boss car loaders as good as new \$15, each. Goodrich Bros., Hay & Grain Co., Winchester, Ind.

150 H. P. CORLISS ENGINE, boiler feed, water heater, pump, pulleys, shafting and piping for sale. Write The Land & Power Co., Arkansas City, Kansas, for description and prices.

FOR SALE AT BARGAIN PRICES, several new, near-new and rebuilt gas and gasoline engines of our own make in sizes 8 to 50 h. p. Write us your requirements—we can give you just what you want while they last. The New Era Gas Engine Co., 86 Dale Ave., Dayton, Ohio.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus.

25 H. P. Fairbanks-Morse.

22 H. P. Fairbanks-Morse.

15 H. P. Fairbanks-Morse.

12 H. P. Fairbanks-Morse.

6 H. P. Fairbanks-Morse.

4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

DYNAMOS—MOTORS.

SPECIAL BARGAINS in alternating current motors, ranging from 1 to 150 h. p., at any desired speed and voltage, 2 and 3 phase, 25 and 60 cycle; also a good line of direct current generators and motors and a full line of supplies. Ask us for quotations and be convinced that our prices are right. All apparatus fully guaranteed. Mutual Electric Co., 531 W. Adams St., cor. Clinton St., Chicago, Ill.

ELECTRICAL MACHINERY BARGAINS.

One 8 light, 110 volt dynamo.....\$ 25.00

One 30 light, 110 volt dynamo..... 40.00

One 50 light, 110 volt dynamo..... 60.00

One 80 light, 110 volt dynamo..... 75.00

One 100 light, 110 volt dynamo..... 90.00

One 150 light, 110 volt dynamo..... 125.00

One 275 light, 110 volt dynamo..... 165.00

One 600 light, 110 volt dynamo..... 260.00

One 1 H.P. motor.....\$ 35.00

One 3 H.P. motor..... 65.00

One 5 H.P. motor..... 85.00

One 10 H.P. motor..... 145.00

One 15 H.P. motor..... 175.00

One 35 H.P. motor..... 275.00

One 50 H.P. motor..... 325.00

For other sizes in motors or dynamos, write us. Lowest prices. Best Quality. Aaron Electric Co., 118 S. Clinton St., Chicago, Ill.

INFORMATION.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

FOR SALE new up to date grain elevator. Fred Blattner, Wellsville, Mo.

ILLINOIS. For sale my elevators at Brokaw and Holden. Price right, easy terms. J. C. McCord, Bloomington, Ill.

NORTHERN IOWA. Elevator for sale. German and American community; good crop and good point. Address C. E. F. Box 11, Grain Dealers' Journal, Chicago.

TEXAS. GRAIN MEN splendid elevator property situated in the richest black land section of Texas now doing good business for lease. Address Texas, Box 1, Grain Dealers Journal, Chicago.

EASTERN INDIANA. For sale or trade one half interest in 40,000 bu. cribbed elevator; doing good business; fine retail and coal trade in connection. Address M. Box 1, Grain Dealers Journal, Chicago, Ill.

LANDA, N. D. Elevator and 210 acre farm for sale. Land joins railway right of way in town; has good set buildings and well on farm within 40 rods of elevator. Write C. E. Burgess, Devils Lake, N. D., for terms.

SOUTH DAKOTA. 45,000 bu. capacity grain elevator, coal sheds in connection, located in best grain town in S. D. on Milwaukee Ry. Cribbed house; good crop prospects. Price \$6,000. Box 335, Wauabay, S. D.

CENTRAL MINNESOTA, on Great Northern Ry., two modern, nearly new elevators for sale. Large adjacent territory and good competition. For particulars address Marlon, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE. Located in first class farming country. One in town of 50,000, one in town of 2,000, one in town of 1,000. Hay barn in town of 3,000. For full particulars and terms address Box 572, Vassar, Mich.

TWO WESTERN NORTH DAKOTA elevators. Best grain district in state and growing crop could not be any better; prices and terms right; must sell on account of poor health. Address Western Box 1, Grain Dealers Journal, Chicago.

NORTHERN IOWA. 44M cribbed elevator for \$2,200 cash, balance terms. Crop prospects fine. Receipts 150,000 bu.; 3 large cribs, excellent feed, flour, hay and retail business. Good competition; town 1,500 pop. Act at once, as this won't appear again. Iowa, Box 12, Grain Dealers Journal, Chicago, Ill.

TWO CENTRAL ILLINOIS up to date cribbed 70,000 each capacity elevators for sale at a bargain. Located 6 miles apart on C. & A. R. R. Corn and oats country; handle 500,000 bus. per year; gross profit last year \$7,000; no competition; good town, schools and churches; price only \$15,700. Address Rush, Box 1, Grain Dealers Journal, Chicago, Ill.

IOWA. For sale, 25,000 bu. elevator located in N. W. Ia. in best of grain belt on I. C. R. R. 3,000 bu. ear corn crib, 2 coal bins, offs, 22 ft. scales; no competition; handled 200,000 bu. this season. A good side line of coal and tile, also \$25 per month from R. R. Co. A small station but certainly is a money maker; a general store would be a bonanza; no trade; good reasons for selling. Address Bonanza, Box 10, Grain Dealers Journal, Chicago.

ATTENTION. An extraordinary opportunity for a young man or an active grain man to build up a big business. Three elevators with large warehouse attachments for sale located in the very best portion of the Panhandle of Texas. Will sell half interest to an active partner; splendid crop prospects for this season; great abundance of rainfall. This is a beautiful country, very healthful climate, absolutely pure water. Address J. O. Bradenbaugh, Happy, Texas.

ELEVATORS FOR SALE.

NORTHWOOD, N. D., Elevator and residence for sale. Write C. E. Burgess, Devils Lake, N. D., for prices and terms.

CENTRAL IND. One county seat bargain. Ship 3 R. R.'s. Best retail in country; made \$6,000 last 12 months; first class conditions. \$13,000. Possession at once. Come to Frankfort now. John A. Rice.

CENTRAL IOWA. For sale 40,000 bu. elevator, mill, coal, feed and seed business. Best proposition in state. Address Central, Box 8, Grain Dealers Journal, Chicago, Ill.

SOUTHWESTERN IOWA elevator and coal business for sale in town of 1,500. Good territory; on own ground. Address I. R. V., Box 10, Grain Dealers Journal, Chicago, Ill.

NORTHEAST KANSAS. For sale, 10,000 bu. capacity gasoline power elevator in good repair in good corn and wheat country. Wheat never looked better. Address W. M. Reckewey, Wetmore, Kansas.

40,000 BU. ELEVATOR in 600,000 bu. station for sale. Elegant town and competition; price \$10,000, half down, balance to suit purchaser. Address Purchaser, Box 7, Grain Dealers Journal, Chicago, Ill.

\$4,000 CASH buys a 20M capacity elevator, flour house, coal sheds, complete equipment. Other business reason for selling. Am not a grain buyer. C. R. Horswill, Estelline, S. D.

CENTRAL INDIANA. Elevator, coal, feed and flour business at a bargain; good wheat and oats crop; no competition; everything first class; good churches, school and college. Address Box 363, Upland, Ind.

NORTH CENTRAL IOWA. A 22M capacity cribbed elevator handling 90 cars for \$1,900 cash, balance on time if desired. Good margins and side lines of hay, coal, tile and hogs that are excellent. Crops in fine shape. Write quick. Must sell as I am leaving. Address Margin, Box 12, Grain Dealers Journal, Chicago, Ill.

NORTHEASTERN IOWA. For sale, four or five good grain elevators. Will sell either together or separately; might consider trade for good farm land; good territory and fine prospects for a good crop; these elevators are money makers; reason for selling, owner is too busy to give proper attention. Address C. C. Z., Box 10, Grain Dealers Journal, Chicago, Ill.

LIMA, OHIO. 16,000 bu. capacity elevator in city of 30,000 population, having a good patronage from farmers and an excellent retail business in the city, which nets a good profit. Only one other grain buying firm in the city; gas engine power, very economic; excellent proposition and will bear investigation. Offered for sale owing to failing eyesight of manager. Address The Douglas Grain & Hay Co., Lima, Ohio.

HARVEY, ILLINOIS. FOR SALE GRAIN ELEVATOR PROPERTY ON GRAND TRUNK RAILROAD, VIZ: 10 FIREPROOF STORAGE TANKS, CAPACITY 250,000 BUS., BLEACHING TOWER, BOILER HOUSE, BOILER, OFFICE, MOTORS, MACHINERY, ELECTRIC SWITCHES, CONCRETE FOUNDATION FOR WORKING HOUSE, ETC. DIRECT ON BELT CONNECTION WITH ALL RAILROADS. INQUIRE OF H. W. ROGERS & BRO., WESTERN UNION BUILDING, CHICAGO, ILL.

WESTERN OHIO. For sale 35,000 bu. capacity elevator. Equipped with 35 h. p. engine, 45 h. p. boiler, corn sheller, dumps, cleaners and all machinery. 27,000 bus. grain and 7,000 bus. ear corn; large cob house and flour room; good flour trade and handles about 800 ton coal annually; located on two railroads and own ground of 1½ acres; fine town of 800 population; two banks and electric lights; fine agriculture county and good spot for corn, oats and wheat. This is a money maker. Address W. P. O., Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

BRITTON, SO. DAK. 30,000 bu. balloon frame gasoline grain elevator for sale. Address Powers Elevator Co., Chamber of Commerce, Minneapolis, Minn.

FOR SALE. Established wholesale grain business. Elevator and warehouse for rent in city of 100,000 inhabitants. Address Joseph Courand, San Antonio, Texas.

CENTRAL ILLINOIS. Elevator for sale at 400,000 bu. station. One competitor. Reason for selling, poor health. Address H. A. R., Box 12, Grain Dealers Journal, Chicago, Ill.

INDIANA. One special bargain elevator in Benton Co., Ind. Ships 200M., \$12,000; will shade if at once. 1,500 good town; facilities No. 1; big coal business. Bargain. Come to Frankfort at once. John A. Rice.

WESTERN OHIO. Elevator and coal business for sale. Nearly new; capacity 15,000 bu. grain, 3,000 ear corn, 3 cars coal; good location; one man can operate; price \$4,000 cash. Address D. C. O., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN PAWNEE, ILL. for sale. Capacity 30,000 bu. On Ill. & Midland Ry.; good connections, can dump 10,000 bu. ear corn; handles 125,000 bus. annually at least, mostly corn; good reason for selling; will make price right for quick sale. Address Prather & Groves, Williamsville, Ill.

ETHLYN, LINCOLN CO., MO. 10,000 bu. capacity elevator for sale, located on Burlington, 55 miles from St. Louis. Will be about 30 to 40 cars of wheat handled this summer; plenty of flour, feed, seed oats and corn fertilized. Equipped with all necessary machinery. Price at low figure. Address Ethlyn, Box 1, Grain Dealers Journal, Chicago, Ill.

OHIO. For sale grain elevator located in a good live town in Northwestern Ohio. Two railroads, good schools and churches and all branches of business well represented. House is of 16,000 bu. capacity, size 25x60, the main building with shed 18x50 for corn, crib holding 3,000 bu. ear corn and large wagon scales and drive way. Also piece of vacant ground 25x44. Connected with both R. R. by sidetrack to elevator. Elevator is equipped with large Fairbanks hopper scales, corn dump, good sized floor scale, Clipper grain cleaner, large size Clipper seed cleaner, Victor No. 1 combined corn sheller and cleaner, 15 h.p. Fairbanks gasoline engine with all attachments, elevators and belts, etc., and all other machinery in first class condition and as good as new. Good dry basement under whole of building, well equipped office and flour room and wool room. Everything arranged handy for quick loading of cars. Elevator is and has been doing good business, first class farming country to support the elevator. Good reasons for wanting to sell. If interested correspond with Henry Hirsch, Archbold, Fulton County, Ohio.

ELEVATOR LOCATIONS.

INDIANA. For sale, one of the best elevator locations in western Ind. Foundations for elevator built and brick office with equipment complete. No competition. Address Box B, Chrisman, Ill.

COLUMBUS OHIO. For sale splendid location for elevator and distributing grain and hay business, together with power plant, office building, grain driers, etc. Fire recently destroyed elevator which business demands should be rebuilt, but health of operator will not permit. Fine opportunity for anyone wanting good opening for business at one of the best locations in the state. Write The Seeds Grain & Hay Co., Columbus, Ohio.

ELEVATORS WANTED.

320 ACRES IN SO. DAK. also 160 acres in Pennington Co., S. D. to trade for elevator in So. or No. Dak. Western Minn., or Iowa. H. Hafner, Freeman, S. D.

IF YOU WANT TO BUY an elevator make it known to the grain elevator men of the country advertising in the "Elevators Wanted" column of the Grain Dealers Journal, Chicago, Ill.

WANTED ELEVATOR that will ship 150 to 200 cars corn and oats per year. Located on Penna. R. R. in Western Ohio or Ind. House must be in good condition and price right. Address Condition, Box 7, Grain Dealers Journal, Chicago, Ill.

HAVE LARGE IRRIGATED FARM in Colorado, also good Illinois, Iowa and Minnesota farms. Owners want good mill and elevator property. Give full particulars in first letter. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATOR BROKERS.

C. A. BURKS, Decatur, Ill., buys and sells elevators.

BUYERS AND SELLERS of elevators consult John A. Rice the one reliable and exclusive broker, Frankfort, Ind.

WE BUY AND SELL ELEVATORS. FOR INFORMATION WRITE THE TRISTATE GRAIN COMPANY, SIOUX FALLS, SO. DAK.

BUYER OR SELLER.

R. W. Jeter, the elevator salesman, can furnish you with either one. If you wish to buy an up to date plant or if you have one to sell, write me and I can prove to you that I handle the best, and it is thru this reputation that I solicit your continued patronage. Write at once. R. W. Jeter, Ashton, Ill.

BUSINESS OPPORTUNITIES.

IOWA. For sale, first-class grain, coal and implement business. Cash only. Address C. C. I., Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED, TO BORROW \$3,000 or \$3,500 on new elevator property worth \$6,000 and doing an excellent business. Address Elevator Property, Box 9, Grain Dealers Journal, Chicago, Ill.

INDIANA—For sale, grain, flour, feed and coal business. Good house; good machinery and good trade. Best farming section eastern Ind. If mean business investigate this. Address J. S., Box 9, Grain Dealers Journal, Chicago, Ill.

FACTORY PLANT in town of 1,200, good farming country near Cincinnati. Practically new machinery for feed grinding, corn meal and wheat cleaning; also complete butter making creamery, warehouse and corn crib. Address H. J. Whitacre, 22 W. 7th St., Cincinnati, Ohio.

WANTED thorough experienced hay, grain and produce man, or firm who has \$50,000 to invest in the hay, grain, bean and produce business. Have two large bean and grain elevators, one equipped for forty individual pickers and two Giant, and two Gibbs. One which can be equipped for the same number, elevator capacity 70,000 bu. One potato and hay warehouse, and one hay barn; above located in four different towns. Clear profit of \$25,000 year. Will leave my equity \$20,000 in the property. This is an AI proposition. Address Proposition Box 1, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

MILL AND FEED STORE for sale in good location. Norris Bros., Worthington, Ohio.

FEED MILL, FLOUR AND coal business in small town, in good farming section in southern Michigan; only 13 miles from Detroit on M. C. R. R. Also 5M bus. elevator; good house and barn; building cannot be put up today for price asked; good reasons for selling. Address Feed Mill, Box 1, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANT POSITION for running an elevator. Julius Dobberstein, Wilton, N. D.

POSITION WANTED as business solicitor by capable grain man. Western territory preferred. Address Solicitor, Box 1, Grain Dealers Journal, Chicago, Ill.

MANAGER OF COUNTRY ELEVATOR wants position. Experienced and capable; married, and can give references. Address E. L. Reed, DeWitt, Ill.

WANTED POSITION in grain elevator in small town. Central Ill. preferred; 10 yrs. experience with steam engine and elevator work. Address Box 41, Tolono, Ill.

WANTED POSITION AS MANAGER of Farmers Elevator by capable and experienced young man. Best of references. Address Mgr. Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED AS MANAGER of country elevator or traveling solicitor for some good commission firm; can give the best of reference; Ill. or Indiana preferred. Address C. N. C. Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION AS BUYER for mill or manager of elevator or anything that will pay good salary. Experience and successful. First class references. Address N. R. Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION by young man 26 years of age as manager of elevator; 3 years' experience; expert with gasoline engine; good accountant; best reference. Address Expert, Box 1, Grain Dealers Journal, Chicago, Ill.

AN EXPERIENCED BOOKKEEPER wants position for line of elevators; has had 6 yrs. experience with one firm; can take care of 25 elevators handling grain and coal. Address Bookkeeper, Box 10, Grain Dealers Journal, Chicago, Ill.

OWING TO CLOSING DOWN of the mill where I have been head mill and millwright for 14 years, I am ready to accept another position as head millwright. Can furnish the best of reference as to ability and character. W. B. McMurray, 912 Henry St. East, Savannah, Ga.

A SUCCESSFUL MANAGER of country station; two years' office experience and six years traveling superintendent. Want first class position and offer first class services. Satisfactory references. Address Success, Box 12, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR COMPANIES—NOTICE. Experienced grain man, capable of handling an elevator, wants position as manager of a Farmers Elevator Co. in N. Dak. or Northern Minn. Can furnish best of references as to ability and character. Address correspondence to J. B., Box 12, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

MANAGER OF COUNTRY ELEVATOR wants position; have been 8 yrs. where now employed; references. Address R. O. Y., Box 7, Grain Dealers Journal, Chicago.

SITUATION WANTED AS MANAGER of country elevator. Have full knowledge of bookkeeping, grain, hay and lumber business. Address Box 399, Oak Harbor, Ohio.

WANTED POSITION AS GRAIN BUYER. 8 years' experience; married; speak German, at present employed. Address Buyer, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by an elevator superintendent with several yrs. experience; competent of taking full charge; first class reference. Address Competent, Box 7, Grain Dealers Journal, Chicago.

THOROUGH GRAIN MAN desires position as manager large elevator or traveling auditor for line company. Will go anywhere and be open for situation June 25th. Address Auditor, Box 11, Grain Dealers Journal, Chicago, Ill.

TRAVELING SUPERINTENDENT wants position. Can take full charge line elevators. Experienced as buyer, auditor and in office. References as to character and efficiency. Address Supt., Box 12, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by married man. Speak German, English, Holland and can also handle Norwegian and Swede trade. Good judge of grain and some experience. Can furnish best of reference and bond; would like some line house or good job as second man in elevator or lumber yard. Address Box 94, Danube, Minn.

AN EXPERIENCED MAN who has been with one firm for 15 years as manager of a large line of country elevators would like to get a similar position or as a traveling solicitor for an up-to-date firm. Can furnish many good references. Address Moneymaker, Box 7, Grain Dealers Journal, Chicago.

WANTED POSITION AS MANAGER of an elevator by Scandinavian. Young man, married; have experience as manager of Farmers Elevator; can give best of references and bond. Crop failure reason for changing; am now employed by Farmers Elevator. Address N. R. M., Box 12, Grain Dealers Journal, Chicago, Ill.

THOROUGHLY EXPERIENCED GRAIN and hay man wants position as manager of transfer, line or large country elevator, traveling solicitor or office manager. Experienced as correspondent, buyer, seller, manager elevators, bookkeeping, familiar with rates and billing. Understand thoroughly all details grain and hay business. References. Salary or joint account. Address Joint Account, Box 1, Grain Dealers Journal, Chicago, Ill.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator.....

.....bus.

State.....

HELP WANTED.

WANTED—A married man capable of taking charge of steam plant elevator, no office work. Address Capable, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED—Experienced, wide awake agent to manage country grain and lumber station in northern Iowa. State age, if married, salary expected and give references with application. Address Independent Grain & Lumber Co., Mason City, Iowa.

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

PARTNER WANTED. \$5,000 to \$8,000 to take ½ interest in best elevator, mill, coal, feed and seed business in Iowa. Want partner to take care of office and books. Address Interest, Box 8, Grain Dealers Journal, Chicago, Ill.

A YOUNG MAN WANTED with \$2,000 to \$3,000 at his command to take interest in store and grain plant. No competition. Can handle easily 75,000 bus. annually and a very profitable business with store. For further particulars address Box 781, Monticello, Ind.

A PARTNER**HELP or a POSITION,**

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

CENTRAL ILLINOIS. Grain and coal business for sale. Everything first class; fine town; good money maker, nothing better. Price \$9,500, part cash. Address Bargain, Box 5, Grain Dealers Journal Chicago, Ill.

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

NEW WHEAT AND OATS of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Phila., Pa.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

WHEN YOU WANT ANYTHING AND DON'T
KNOW WHERE TO FIND IT
WRITE BUREAU OF INFORMATION.
GRAIN DEALERS JOURNAL CHICAGO, ILL.

FOR SALE

For particulars see "Elevators" For Sale columns of this Journal.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

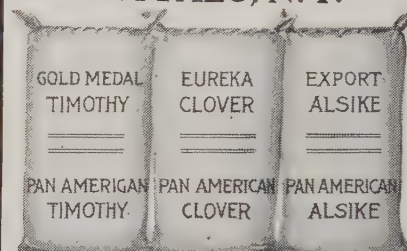
HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

Whitney-Eckstein Seed Co.

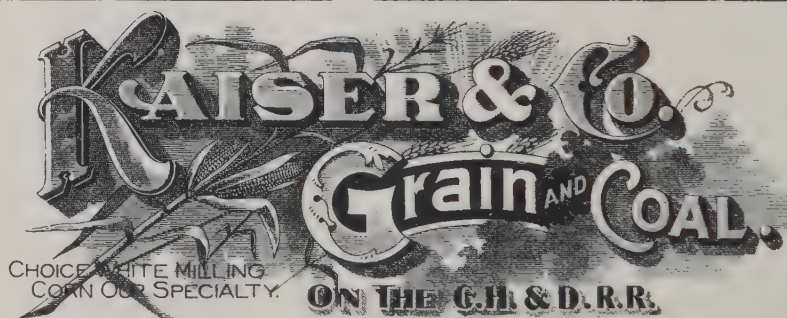
BUFFALO, N. Y.



Timothy, Red Clover, Alsike, Alfalfa, White Clover, Crimson Clover, Canada Bluegrass, Redtop, Millets, Lawn Seed, Orchard Grass, Seed Grains, Peas, Popcorn, Etc.

Correspondence Solicited

ACCOUNT BOOKS FOR SALE BY
GRAIN DEALERS JOURNAL, CHICAGO



Grain Dealer's Journal,

Chicago, Illinois.

Dear Sirs:—

You may remove the enclosed add from the columns of your Journal. Our plant here has been sold to Mr. S. K. Bankert, Plymouth, Indiana. The plant we sold through Mr. John A. Rice, Frankfurt, Ind., however we must express our astonishment "pulling qualities" of the Journal. We were literally snowed under with good strong inquiries, and you know that the elevator market is exceedingly dull just now.

We have used the Journal "add columns" frequently within the last ten or twelve years, and always with decidedly satisfactory results. It is our experience a case of making the price right; insert an add in the Journal, and first thing we knew we were out of business.

Yours truly,

Kaiser & Co.

NEWMAN, ILL. 3/31/11.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

ALFALFA SEED FOR SALE. Aye Bros. Blair, Nebr.

COW PEAS. Write us for prices on Whippoorwills in car lots or less. We can save you money. Pittman & Harrison Co., Sherman, Tex.

ALFALFA SEED for sale. Good quality American grown seed, free from buckhorn and dodder at \$10 per bu. while it lasts. Samples sent on request. C. C. Norton's Sons, Greenfield, Ohio.

ALFALFA SEED

If wanting pure American grown stock write us. We carry full line of all seeds.

The Nebraska Seed Co., Omaha, Neb.

WINTER

Wheat, Oats, Rye, Alfalfa, Vetch
Garton's Pedigree Seeds.

Garton-Cooper Seed Co.,
Sugar Grove, Illinois

OKLAHOMA GROWN SEED CORN

Specially Selected and Distributed
by

J. E. FARRINGTON SEED HOUSE
Chickasha, Oklahoma

Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



CLOVERS CLIMAX SUPERFINE BRAND. GRASSES

W. H. Small and Company

SEEDSMEN
Also RECEIVERS and SHIPPERS OF GRAIN and HAY
EVANSVILLE, INDIANA

CLOVERS GRASSES



WANTED RYE—WHEAT BARLEY

Black Russian Oats
for Seed

Send Samples and Prices

Otto Schwill & Co.

Seedmen. Established 1869

Memphis, Tennessee

SEEDS FOR SALE.

WHIPPOORWILL COW PEAS, fancy German millet and cane seed for sale. Ask for samples and prices. Louisville Seed Co., Louisville, Ky.

JOHNSON GRASS AND ALFALFA SEED. New crop. Figure with us, indicating quantity of each wanted and time of shipment. Put us on your list for prices on all kinds of feed and field seeds. Dallas Grain & Seed Co., Dallas, Texas.

Timothy—Clovers—Millets—Alfalfa

Carlots or less—Write for prices.

SEED **G. S. MANN** BROKER
512 Postal Telegraph Bldg., CHICAGO, ILL.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE ALSYKE AND ALFALFA CLOVERS, RED TOP MILLETS, BLUE GRASS, SEED, GRAIN.

Ask for Prices. Mail Samples for Bids

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

THE TOLEDO FIELD SEED CO. CLOVER AND TIMOTHY SEED

Consignments solicited. Send us your samples. "Ask for samples of Medium Clover Seed."

TOLEDO, OHIO



Headquarters for Wisconsin Grown Timothy and Clover Also Dry Land Montana Grown Alfalfa
ROSENBERG & LIEBERMAN
MILWAUKEE, WIS.

GRAIN TRYERS



WILLIAMS-LOYD MACHINERY COMPANY, 638 Federal Street

Chicago

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN.

THE ALBERT

DICKINSON

COMPANY

SEEDS

Timothy
Clover
Flax
Agricultural

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

CHICAGO

MINNEAPOLIS



Minneapolis Seed Company

Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

THE INVINCIBLE Combination Scourer, Clipper and Cleaner

*Two machines in one at
about the one cost*

The best way to treat oats is to put them through this wonderful machine—it cleans, scours or clips, or all three on one operation.

To operate as a cleaner only a "carry-by-spout" is used, which brings into play the shaking shoe and screen action, as well as the air separation in the first and second separating trunks, making of this machine practically a receiving separator.

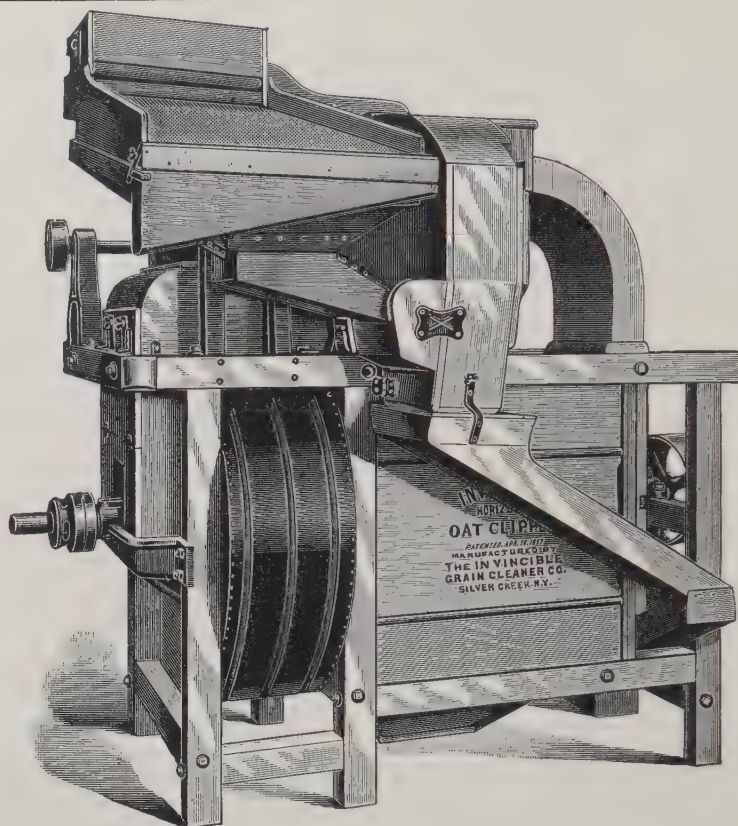
When used as a scourer or clipper the "carry-by-spout" is removed and the regular feed spout leading to the cylinder is inserted. This change is easily and quickly made.

For particulars and other information
write nearest office.

Invincible Grain Cleaner Co.
SILVER CREEK, N. Y.

F. H. MORLEY, Jr., 512 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,



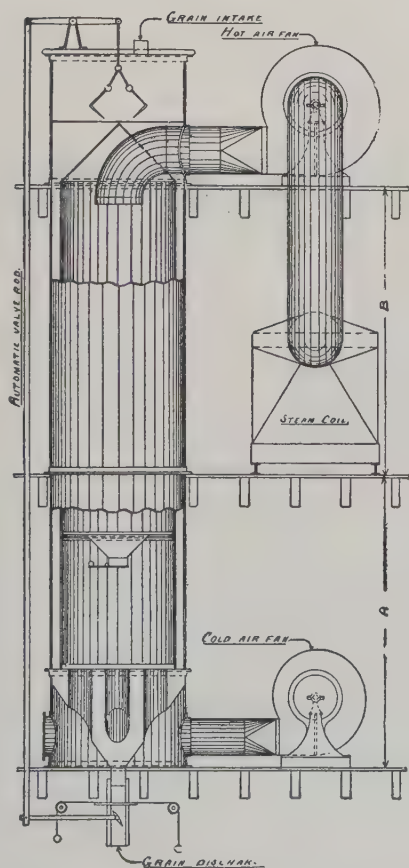
REPRESENTED
BY

F. J. MURPHY, 225 Exchange Bldg., Kansas, City, Mo.

F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.

J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.

STRONG-SCOTT MFG. CO., Minneapolis, Minn.



McDaniel Grain Dryer

*Will remove any percentage of
moisture desired from grain, put-
ting it in perfect condition for
shipping or storage. ¶ Drying
process, automatic and continuous,
can be used as conditioner with cold
air only. ¶ Built for any capacity
desired. ¶ Absolute satisfaction
guaranteed.*

Richmond Mfg. Co.

Established 1863.

Lockport, N. Y.

J. H. PANK, Northwestern Representative, 916 Flour Exchange Bldg., Minneapolis, Minn.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

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To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JULY 10, 1911.

YOU MAY think the visible supply report this week is padded, but you are mistaken. It is simply brot up to date, and now includes private elevator stocks as well as grain stored in public houses.

SMUT in wheat promises to reduce greatly the grading of new winter wheat, so it behooves country buyers to watch carefully each purchase and keep the smutty grain by itself, otherwise all of their shipments may be graded off, and their possible profit will be turned into a loss.

BEFORE rashly charging the inspector in a terminal market with misgrading your shipment, examine carefully the sample drawn day car was loaded, and review the weather report for that day. The character of every shipment may be greatly changed in transit, and the character of many we know is changed.

LEGISLATIVE COMMITTEES of state ass'ns should read the report of what was accomplished by the Ohio Ass'n's committee elsewhere in this number and formulate a plan for work when next their lawmakers assemble. The interests of the entire trade can be greatly promoted thru the persistent efforts of a few men if their work is properly directed.

ATTRACTIVE, well printed stationery is always a profitable investment, and insures the country shipper consideration which cannot be obtained by the user of unprinted sheets. While the printers nearly everywhere are charging more for their services than ever before, still none can afford to do without printed stationery.

IF THE Council of Grain Exchanges ever succeeds in inducing all of the grain exchanges to adopt uniform rules, fewer misunderstandings will arise and business will be conducted thruout the land with comparatively little friction. This latest move of uniformity is one which merits the earnest support of all fair minded traders.

ARBITRATION is gaining so much favor with the members of the grain trade that some dealers are now disposed to insert a clause in all their contracts requiring the arbitration of any difference which may arise in connection with the contract. A most excellent precaution, which can profitably be copied by every one in the trade.

COUNTRY grain buyers, who feel like patronizing their local newspapers, can greatly increase the results from their expenditure by carefully wording their announcements, and changing them each time they appear. Repeating the same copy week after week may serve to familiarize readers with your name, but it is not likely to create the maximum amount of new business.

LOCOMOTIVE SPARKS are credited with having caused fires which resulted in the destruction of four central Illinois elevators for one firm in the last year. If the railroad companies were required to pay for every elevator they destroyed, they would soon equip their locomotives with spark arresters that would stop their scattering firebrands all along the right of way.

CHILDREN who were permitted to play about an elevator at Cantonfarm Sta., Ill., recently pulled the dump lever, and let a valuable team slide down to the elevator boot. While the horses were removed without any broken bones, still they were badly bruised and temporarily put out of commission. Many accidents would be prevented and losses averted, by keeping children out of the grain elevator.

THE OVER-BIDDING grain dealer who is never content to permit a competitor to get a load of grain, even tho the margin of profit be very small, is not so constituted as ever to make a living profit for himself or permit anyone else to do so. The sooner he is loaded up with high-priced grain the sooner will he come to his senses, and he, as well as his competitors, will be in better condition to do business.

THE GRAIN BUYER who expects those who sell their grain to him, to accept his weights, owes it to such patrons and to himself to have his scales inspected frequently and kept in working order. It is his duty to know absolutely that the scales are right. It is much cheaper to pay \$4.00 or \$5.00 for an inspection occasionally than to spend a couple of thousand dollars trying to recover business driven away by rumors about your weights.

IF MORE grain dealers would read the experiences of their brother dealers, fewer of them would become involved in expensive controversies and lawsuits. It is more than significant that those most frequently involved in lawsuits are the very same dealers who resignedly admit "I haven't time to read." In the majority of cases, they pay a good deal more for the privilege of not reading, than anyone ever paid in time, pleasure and money for the privilege of reading.

FEW SECTIONS of the country have all the moisture desired. The southwest, and especially Texas and Oklahoma, suffered greatly because of the protracted drouth. Kansas, Nebraska and the Dakotas have complained bitterly of the lack of moisture. Likewise, Kentucky, Tennessee and Mississippi, where the corn yield will be greatly reduced this year. Timely rains may save the corn of some sections, but they must be followed by other rainstorms, as little moisture remains in the sub-soil to sustain the grain during the trying periods.

GRAIN BUYERS who have not backbone enough to refuse to buy grain at a price which will surely prove unprofitable to them, need a visit from the sheriff to call them to their senses. A large volume of business is not necessarily essential to a successful business. Many men have profited more handsomely from a small volume, which they could handle advantageously. It is much better to refuse to handle grain when a profit is not certain, than to buy it and work nervously for a month in a vain effort to get one's money back.

THE B/L COMMITTEE of the Council of Grain Exchanges insists that House Bill 4726, introduced in Congress by Mr. Stevens, contains some provisions which are unreasonable and unfair. The bill no doubt has had the endorsement of the bankers and the railroad men, but the shippers, who are more largely interested than anyone else, have been given little consideration, and it will be so until the shippers arise and insist upon their interests being given full consideration. It will be much easier to obtain changes before the bill has been enacted into law, than after it has been placed on the statute books and its unreasonable provisions are being forced upon the shipping public.

MERCHANTS in all organized lines of trade are beginning to recognize the fact that their business is on a higher plane today than ever—that the more progressive dealers hold in higher regard their own reputation for fair dealing, and the rights of their competitors to their trade-marks, patents and products. The merchant of 20 years ago often hastened to profit thru dishonorable methods at the expense of the competitor, but methods of this character never thrive, and none in touch with present day policies would follow or tolerate such a practice now.

THE AGITATION against the enormous annual fire waste in the United States is gaining new supporters daily. Even President Taft, in a recent letter, emphasizes this wanton waste, and declares much of it preventable. To carelessness in the construction and care of property may be traced many fires, and the property owners of the country contribute to each loss thru the insurance premiums they pay to the fire insurance companies. A reduction of 50% in the fire losses could readily be followed by a similar reduction in the cost of insurance in our mutual companies.

A GRAIN TRADE credit buro, to be of real value to the trade must necessarily have a scope of thoroughness which would necessitate a strong business organization, well supplied with funds and men experienced in this line of work. The trade between dealers in different sections of the country is so large, it is impossible for any of them to keep posted regarding the reputation or standing of many of the dealers with which they are doing business. If the trade is to have an exclusive credit reporting buro, it should have in conjunction therewith a collection buro, as in conducting such an agency, much information would come to light which the credit buro would not be likely to get track of.

FEW country elevators have sufficient bins to enable the operator to classify properly his grain receipts, if he makes any attempt to grade it as it will be graded in the central markets; hence none can afford to rent bins for the storage of farmers' grain, even tho paid a handsome figure for the space, and none can afford to sell for their own account grain which has been stored for the account of farmer patrons. Taking chances with the market in this way without compensation is uncalled for and unnecessary, and oftentimes will bankrupt the elevator man who attempts it. If the farmers are willing to pay a fair price for storage room, then the elevator man can afford to provide extra bins and charge enough to insure the grain as well as pay for the service rendered. Granting free storage has never been known to have proved permanently profitable.

THE SECRETARY of the Texas Grain Dealers Ass'n has issued a circular of suggestion and advice to members, which contains much of value and interest to dealers everywhere. He requests them to confine their dealings to regular dealers of established reputation, and to bear in mind that when grain of superior quality is desired, it is generally worth the small premium asked by the seller. Confirmations which agree are always essential to satisfactory trading. It is much better to have conflicting confirmations corrected at the start, rather than have a deal hung up in long drawn out lawsuits or arbitrations.

TELEPHONE CONTRACTS, or for that matter all verbal contracts, admit of so many misunderstandings, it is to the advantage of all interested that confirmations in writing be quickly exchanged before it is too late to rectify the error or correct the misunderstanding, without placing a heavy loss on the other party to the contract. If all members of the trade would agree that verbal contracts not fully confirmed in writing within 24 hours should be considered null and void, just as the courts of most of the states will declare them, many heavy and unnecessary losses would be averted. In many states verbal contracts to the amount of a carload of grain or more, have no standing in the courts, and while many dealers may escape loss for years, the time may come when the market will go the other way, forcing a heavy loss upon the buyer or seller, which could readily have been avoided, had the verbal contract been promptly confirmed in writing.

THE NEW rule adopted by the Grain Dealers National Assn. at Chicago last October, bearing on the Time of Shipment for delivery, is so clear and explicit, it is impossible for dealers of average intelligence to misunderstand it. It is the clearest rule yet devised which bears on this subject and conveys the same meaning to the man in the east that it does to the man in the west. There is nothing doubtful about it. Election days or legal holidays in Illinois have often given shippers more time for loading than the eastern buyers tho they had, and naturally this has greatly discommoded the eastern buyers, who have sold their purchases to interior retailers and consumers. It would be much better if all the old time terms, such as "prompt" "immediate" "quick" be discarded for good, and the actual number of calendar days specified in each contract. If shipper knows that a legal holiday will interfere with his loading out, he should sell "for shipment in eleven calendar days." Then no one will be deceived, and each will have the same understanding of the contract, so that there will be fewer disputes and lawsuits, and better feeling will prevail.

THE OFT REPEATED demand of the different state grain associations for improved crop reports has been followed by an explicit practical suggestion from Mr. King of Toledo, to the effect that all the crop reporting buros and authorities cooperate for the purpose of adopting uniform methods and preventing the wide differences, which bring all of the crop reporting authorities into disrepute with the general public. The grain trade is greatly in need of reports which can be depended upon. Too many of the reports heretofore put out have been mere guesses, without any attempt to secure accurate information.

IF ANYONE has discovered a legitimate reason why New England shippers should be granted 24 hours more free time for the loading and unloading of freight, western shippers would like very much to see a clear statement of the facts. So long as any section of the country or business world is granted more free time than another, it will result in direct discrimination against those having the shorter period. Forty-eight hours is enough. After that all should be charged a uniform fee, the rate increasing each day, as the amount of time cars was detained increases. If cars are to be used for warehouse purposes, then it will be absolutely necessary for the railroads to provide more rolling stock, in order to transport with any degree of promptness the country's freight. Freight cars were designed primarily for the transportation of freight, not for its storage, and the sooner the railroads are required to collect a liberal charge for cars used for storage, the sooner will the shipping public have its freight forwarded promptly.

THE GREAT STATE of Kansas has given its bank commissioners authority to refuse to permit the organization of a new bank in a town already supplied with sufficient banking facilities. In the ultimate policy of economical commerce, an unnecessary number of merchants in any line of trade will be frowned upon. The railroads of the Northwest, which have found it necessary to grant 10 to 14 sites for elevators at some stations, have not attempted to dictate the number of elevators, but by increasing the charge for ground leases, they are seeking to reduce the number of elevators to a reasonable figure. If the state governments or the railroads would insist that grain men in order to obtain a site on railroad ground for an elevator, must agree to keep their houses open every business day of the year, when an average crop is harvested, this would have a tendency to keep the number of elevators at a station within a reasonable figure, reduce the amount of competition, and insure all elevators a reasonable amount of business.

LEAKY CAR REPORTS continue to reach us, and should have a helpful influence upon grain loaders everywhere, as well as to help the sufferers to establish the fact that their shipments leak in transit. A statement of the Chicago Board of Trade Weighmaster, published elsewhere in this number, is to the effect that the leakages of wheat in shipments arriving at Chicago have been larger during August and September than any other month. This is due probably to the fact that the grain is more hastily loaded, and shippers do not take the time necessary to place their cars in proper condition for transporting the grain to destination. The number and amount of shortages can be greatly reduced, but it will necessitate unusual care on the part of loaders.

LARGE SHIPPERS from surplus sections of the country will never be content nor can they safely contract grain ahead until a clause is inserted in every contract for future delivery of cash grain, giving either party to the contract the privilege of calling for the deposit of a cash margin, the same as is now done in all option contracts for future delivery. Such a clause would be of equal protection to both buyer and seller, and surely is as fair for one as for the other. Then in case of the market going against either party to the contract or in case either party defaulted, the other would be at liberty to close out the deal and prevent a still greater loss by reason of a further fluctuation in the market. In recent years the principal losses by reason of defaulted contracts for cash grain have fallen upon the western shippers, but there is no telling when a change in the market might carry the loss to the eastern buyers.

LAX METHODS IN ISSUING S/O Bs/L.

During recent years, we have published many notices of grain receivers who have suffered heavy losses by reason of fraudulent Bs/L. Unfortunately, the railroads whose lax methods are directly responsible for the fraud being perpetrated upon confiding receivers, have suffered only infrequently. If the railroads suffered oftener by reason of their issuing S/O Bs/L in blocks to Tom, Dick and Harry, without any restriction whatever, they would long since have adopted some of the many practical suggestions for safeguarding such Bs/L. Instead, they have striven to secure the adoption of a B/L form which would relieve them of all responsibility. Of late years, the railroads and the bankers are about the only ones who put any ginger into the fight for what they are pleased to call an improved B/L. In the May 25th number we published facts regarding the disappearance of an Oklahoma City shipper who had forged four Bs/L.

The railroads suffered no loss, hence have shown no disposition to change their methods or practices in the hope of protecting receivers against being imposed upon by fraudulent bills. If the grain merchant wants a 10c ticket to the next station, he is given an engraved piece of pasteboard, which is numbered consecutively and stamped with the station dating stamp. The railroad guards most vigilantly and jealously its own treasury, but cares not a rap for the grain receiver, who may lose thousands of dollars on one fraudulent B/L, for the issuance of which the carrier is most to blame.

Every honest man identified with the grain trade will be delighted to hear of the decision of a New York Court against the Delaware & Hudson R. R., granting a verdict for \$91,000 to a New York City receiver for money advanced on its fraudulent Bs/L. The carrier does not care much for the interests of anyone, and of course will appeal the case and keep it in the courts so long as possible, in order to enjoy the use of the \$91,000. A serious handicap to a small merchant, who has been defrauded of his money. Fortunately for the receiver in this case, the laws of New York make the carrier liable for the property called for by its Bs/L, notwithstanding the property was not received.

It seems that the D. & H. R. R. not only issued Bs/L without receiving the grain, but also delivered grain to the Durant & Elmore Co., without taking up the original Bs/L calling for the grain, so that the Durant & Elmore Co. was able to use the original B/L as well as issue a new one.

If the railroads were made absolutely responsible for every S/O B/L issued, and forbidden to give out blank forms, a long advance would be achieved. In the light of the conditions in the D. & H. R. R. offices, as disclosed by the evidence, the great wonder is that any bank or grain receiver will handle or have anything to do with a B/L issued by that slack, lax, careless organization. To do so is to invite a repetition of the very expensive experience encountered by Otto Keusch and other New York receivers who advanced money on fraudulent Bs/L.

From the evidence presented by the railroad company, it would seem that its officials consider the matter somewhat of a joke, and they are not disposed seriously to consider the rights or interests of persons advancing money on their Bs/L. If the bankers and the grain receivers would simply refuse to advance any money on the Bs/L issued by the railroad company involved a reform would be forced. The D. & H. R. R. was even more to blame for the fraudulent bills than the grain shipper, because frequent letters of inquiry regarding the

authenticity of its Bs/L were ignored. True, its freight agent at Albany was indicted for grand larceny, but this was long after the real damage had been done. It would seem to behoove the bankers, the shippers and the receivers to co-operate in a move to force the railroads to institute a reform.

LEAKING GRAIN IN TRANSIT.

Grain dealers can help brother sufferers in collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication the initials, number, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Wabash 64054 was leaking yellow corn while in the yard at Peru, Ind., July 7.—Canal Eltr. Co.

I. C. 33635 passed thru Clifton, Ill., July 7, leaking corn badly from bottom of car.—R. F. Cummings Grain Co.

Wabash 71687 passed thru Lennox sta., Yeoman p. o., Ind., July 6, billed to Chicago. It was leaking at drawbar and end of car was badly burst.—G. W. Hamil, Yeoman, Ind.

C. & E. I. 493 passed thru Milmine, Ill., in the morning of July 5, in No. 70, leaking wheat at corner of doorpost. The car being sealed we could not get inside to stop it.—T. E. H. Hamman Bros.

I. C. 25004 passed thru El Paso, Ill., July 5, loaded with white corn and leaking badly at side of car. Tried to fix it while it stopped but did not have time to fix it right.—W. G. Nelson, mgr. El P. Eltr. Co.

Wabash 67039 passed thru Illiopolis, Ill., June 28, leaking white oats at side of car; was in same train with Wab. 60481 which I have reported.—H. C. Roberts, mgr. Farmers Grain Co.

Wabash 60481 passed thru Illiopolis, Ill., June 28, leaking yellow corn over front truck.—H. C. Roberts, mgr. Farmers Grain Co.

C., R. I. & P. 54560, loaded with new wheat, passed thru Waukomis, Okla., June 27, leaking badly at drawbar. Lost at least 2 bus. while switching here. Had no opportunity to repair.—George M. Lovell, agt. El Reno M. & Eltr. Co.

L. E. & W. 10317 passed thru North Creek, O., June 26, leaking yellow corn at south door; could not repair it as train only stopped a few minutes.—C. C. Shafer, agt. Morrison & Thompson Co.

Wabash 61168 was leaking white corn from side over rear trucks in Train 71 at Cerro Gordo, Ill., in the evening of June 24. I discovered it and called Conductor Schultz's attention thereto. He made necessary repairs and took the car into Decatur.—S. H. Baker of Baker & Felger, Milmine, Ill.

L. E. & W. 6249, loaded with corn, went east on Big 4 thru Lilly Chapel, O., June 24, leaking very badly on south side at west end over truck. Conductor tried to fix it but could not do a good job. He said it had been leaking for the last two miles.—Daniel Kulp.

Wabash 51763 passed thru West Lebanon, Ind., June 17, eastbound in fast freight, leaking corn at northeast corner of car and underneath at side. Hope this may prove good to some of our brothers.—Sam Erskine, mgr. West Lebanon Grain Co.

N. Y. C. & H. R. 101075 passed thru Kessler, O., without stopping, June 17, at 10:30 a. m., east bound, leaking shelled corn at grain door.—G. N. Falknor & Sons.

C. M. & St. P. 31902 was leaking oats from side of car near end at Fairview, S. D., June 15, in westbound train. Crew nailed siding back in place.—W. P. Manning, mgr. Farmers Co-op. Grain Co.

C. & A. 17942 passed thru New Holland, Ill., June 13, leaking oats at end window.—W. J. Sullivan.

Frisco 54053 passed thru New Holland, Ill., June 13, leaking oats badly at south end of car.—W. J. Sullivan.

Letters

From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

CLEAN UP.

Grain Dealers Journal: Now all together, fellows. Let's get our elevators thoroly cleaned of dirt and rubbish before the new crop starts moving and thereby eliminate many chances of fire.—W. M. Sloan.

FIRST CAR OF NEW WHEAT.

Grain Dealers Journal: On June 20th we received the first wheat of the new crop at Brownsville, Ill., on the Big 4 R. R. With the exception of a little smut it was in perfect condition, tested 60 lb. strong and yielded about 20 bu. per acre. We shipped the car to Indianapolis where it arrived nice and dry and of good quality. It was the first car received at that market.

Last December we shipped a car of corn that weighed out 2140.50 bus. at destination. Has any one beat it?—Wm. G. Smith, Carmi, Ill.

CAUTION AGAINST SELLING WHEAT AS 60 LBS.

Grain Dealers Journal: From the fact that our harvest is unusually early some of the dealers think that our present crop of wheat will be an unusually fine one of 60 lbs. test.

While some of our wheat possibly may test 60 lbs., much of it later will not so test. If dealers sell this crop at 60 lbs. test, then the millers and terminal elevators will make their bids for 60 lbs., and trouble will follow on delivery when the grain fails to test so high.

I believe it will be best not to boast or to sell as 60 lbs. wheat; and I favor selling only on test of 58 lbs. or better.—W. A. Nutt, Urbana, O.

66 LB. WHEAT IN ST. LOUIS.

Grain Dealers Journal: We today received car 31677 CB&Q graded 1 hard wheat testing 66 pounds, and car 98315 CB&Q, graded 1 hard testing 65½ pounds. We sold these two cars at 91 cents per bushel to the Sparks Milling Co., which was a big price considering the fact that the wheat was of a yellow variety.

What we want to impress on your minds is the heavy test of the wheat. The oldest inhabitant here does not remember any such test on wheat. This wheat comes from western Missouri and it is needless to say that, "Missouri is a Grand Old State" and its products are unlimited in quality, quantity and weight.

We might add too, that the Steamer Chester, the first boat to ply the Missouri river for a long while, made its maiden trip yesterday arriving in St. Louis with 1,000 sacks of wheat all for us. We not only had the distinction of having the heaviest wheat ever received here but also the first lot of grain brot in by this boat.—Yours very truly, John Mullally Com. Co., St. Louis, Mo.

CONTRACTING GRAIN FROM FARMERS.

Grain Dealers Journal: Contracts with farmers for future delivery of their grain is a very hazardous business. The buyer not only speculates on the amount and quality of the farmer's crop but, in many cases, on the honesty and integrity of the farmer. The risk assumed is a hazardous one for the buyer and, as practiced in many localities, cannot be insured by "hedging" on the market.

In buying grain for delivery at a future date, a mere verbal statement is not sufficient. The buyer says to the farmer, "I'll give you 80c per bu. for your wheat," and the farmer gives an affirmative reply which closes the deal. Neither party is legally bound by the agreement—everything rests on faith, with the grain dealer on the under side. He cannot "hedge" on the market to insure his purchase because he does not know how many bushels he has bot.

A crop failure might make it impossible for the farmer to deliver more than a small fraction of the expected amount. His wheat might be smutty, full of weevil, or off-grade, and there would arise the difficulty of agreeing on a lower price, altho many grain dealers seem to make no distinction in quality of grain—one price for all.

Suppose that before the grain has been delivered the market advances a few cents. The integrity of the farmer is strained to the utmost. He has not agreed to deliver a definite number of bushels at the contract price, so he decides to deliver only half of his grain on the contract, and sell the remainder to the nearest competitor at the advanced price. On the contrary, if the market drops a few cents, he will be tempted to deliver on the contract not only all of his own grain, but also that of his neighbor.

Most grain dealers will admit that the farmer is not morally justified in thus diverting from his original intentions, but it should also be admitted that the temptation placed before the farmer results in too great a risk for the grain dealer.

Every time a country buyer agrees to buy a farmer's grain for future delivery there should be a written contract including all conditions of the agreement which are liable to come up for dispute. The most convenient and satisfactory method for this purpose, which has been seen by the writer, is a duplicating contract form with blank spaces to be filled in, showing the date of the contract, number of bushels sold, grade, price, when and where the grain is to be delivered. There is also a clause which states that if an inferior grade is delivered, the market difference at which such grain is selling under the contracted grade on day of delivery shall be deducted from the contract price. These blank contracts are numbered in duplicate, and bound in book form so that by the use of carbon paper a duplicate copy is made. The original contracts are perforated to tear out, and are given to the farmer as his record of the transaction. The duplicate, containing the farmer's signature, is retained by the buyer as a guarantee for the delivery of the grain. On the back of both the original and the duplicate contracts are spaces for entering each wagon load delivered on the contract.

If such a system is adopted in dealing with farmer patrons there will be no occasion for dispute when settling accounts. The grain dealer who thus endeavors to conduct his business along systematic

lines will surely have the respect of his patrons. If any buyer can suggest a better remedy for this trouble I would be pleased to know of it.—J. C. C.

ALTERNATING CURRENT MOTORS BEST FOR GRAIN ELEVATORS.

Editor Grain Dealers Journal: I have read with a great deal of interest the article on Electric Motor Drive for elevator machinery written by Mr. P. B. Bottle, on page 684, May 10th number, of your valuable Journal. I, however, beg to differ with Mr. Bottle in some of his statements.

He states, for instance, as follows: "The disadvantages of alternating current systems lie in the fact that ordinary alternating current motors are not able to start up with full load on the machine. It is necessary to start the driven machine empty or to arrange a system of clutches between the motor and the driven machine, so that the machine can be operated by the motor when the latter comes up to speed."

This statement is, evidently, based on very ancient information, because all manufacturers of electrical machinery at the present time will supply self-starting motors which are perfectly capable of starting the machinery used in grain elevators; in fact, the electric motors which are designed for this purpose will start the machinery very much better than can the alternating current motors, and they can start the machinery with fully as much readiness as can the direct current machines, which Mr. Bottle seems to advocate so highly. The motors referred to are the wound rotor type of induction motor, and will take power from any ordinary alternating current transmission line. It is, therefore, unnecessary to start the driven machine empty or to arrange a system of clutches, with either direct or alternating current motors.

In the next paragraph Mr. Bottle states as follows: "In many instances, the elevator man will find it necessary to install his own electric power plant to supply current for operating his machines and for illuminating the elevator and surrounding yard. In such instances, it is far better to install direct current equipments, as they are cheaper in first cost and the transmission system is far simpler. Direct current motors have the advantage of being able to start up under load from rest—they can be operated at various speeds in case it is desired to alter the operating speed of the driven machines."

Again, I beg to differ with Mr. Bottle, as his information here is somewhat ancient. As a matter of fact, it is very much cheaper in first cost for any man owning a grain elevator to purchase alternating current motors of the wound rotor type and arrange with the central station to furnish power. This does away with the necessity for an isolated plant and secures him in all cases a lower rate than that at which he could produce his own power, provided the elevator man considers in his cost for power the charges for interest and depreciation, which charges he must consider if he makes an actual comparison of the cost based upon the real facts in the case. In other words, he can buy power at a cheaper rate than he can make it.

This readily becomes evident when we stop to consider the fact that in very few instances would the grain elevator be operated more than perhaps six months in the year and therefore the remaining time the isolated plant is standing idle and the interest charges must go on con-

tinuously. If, however, the customer buys the power from the central station, he pays only for the power that he actually uses during the months when he operates and pays no interest charge in the other months. Again this type of alternating current motor may be run at different speeds if desired.

In addition there is a very strong argument in favor of alternating current motors because the motors of this type are very much simpler and require less attention and furthermore operate in the dusty conditions to be found in all grain elevators and flour mills very much more satisfactorily than can any direct current motors, unless they are totally enclosed. If totally enclosed direct current motors are used the cost will be in excess of the cost of open alternating current motors, and again Mr. Bottle's arguments are incorrect. In fact, there cannot be found any manufacturer who would recommend direct current motors in opposition to alternating current motors under such conditions. Again there is to be considered the fire risks which will be present with direct current motors in a grain elevator. With alternating current motors this risk is entirely eliminated and this matter is found to be a very important factor in the consideration of which type of motors should be used.

The alternating current motor can be supplied with dust-proof bearings and may not be totally enclosed nor installed in frame work covered with burlap to protect it from the dust. Therefore, the installation cost will be much less and in addition the operation will be simpler.

Therefore, it becomes evident that Mr. Bottle's information is again somewhat misleading where he states that "for operation in dusty places where it may be desired to protect the motor or to exclude the elevator dust, the motor can be enclosed with protecting iron covers or installed in a little framework covered with burlap to keep out the dust." As I have stated above, it is unnecessary to protect alternating current motors from the dust.

I heartily agree with Mr. Bottle's last paragraph that "the application of electrical machinery in any class work is a matter which necessitates the attention of a skilled engineer, who should be competent to select the system of electrical transmission best suited to meet the requirements of the individual case. The electrical manufacturing companies employ engineers to specialize on this line of

work—one can also find consulting engineers."

He is entirely right in stating that the matter should not be left to the milling superintendents, as they are very seldom competent to decide on the matter of electric machinery. It is best put up to the manufacturers of the electrical apparatus or to consulting engineers who have had considerable experience along the same line. It would hardly do to put the matter up to a consulting engineer unless he has had considerable experience in grain elevators and flour mills, as the situation is very different from the application of motors to other machines in other industries.

I have had a large amount of experience with this line of work and I am positive of the facts as outlined above, therefore I hope that you will correct the statements by Mr. Bottle in your next issue.

I can send photographs of alternating current motors which are operating in flour mills and grain elevators—in fact, I have one in mind at the present time where a 1,000 h. p. wound rotor type of alternating current motor operates an entire flour mill with a capacity of 2,000 barrels of flour per day. The power is supplied from a central station at a rate so low that the company could not make power as cheap itself.

You will readily see from the outline of the facts as given above that Mr. Bottle's information is entirely misleading and if followed by owners of grain elevators would lead them to an unnecessary investment cost and would give them higher operating costs than they should have. They would be saddled not only with high investment charges but also high operating costs, whereas they need not have either of these conditions to contend with if they take advantage of the up-to-date engineering information which is available on the subject of Electric Motor Drive for grain elevators.—S. A. Fletcher, East McKeesport, Penn.

CONTRACT FOR SALE OF GRAIN.

Grain Dealers Journal: Enclosed is a copy of the contract prepared for dealers who desire to store grain.

You will notice this is a contract of sale, leaving the date of settlement to be determined by the seller, and for the privilege of thus naming the date he consents to pay a certain amount per bushel

for each month to cover insurance, on the grain, thus covered by the contract.

The words included in brackets in paragraph No. 2 can be used or eliminated. I incline to the opinion that farmers will more readily sign the contract if the words are retained, as they seem to afford a reason for the privilege.

I think the contract clearly legal as a contract of sale, but in event the court should treat it as a contract for storage this privilege of shipping out becomes all important, so it won't do to eliminate the whole paragraph.—Chas. B. Riley, Secy. Indiana Grain Dealers Ass'n.

I was one of the first advertisers in the G. D. J. and I want to compliment the excellent paper and its news value.—W. H. Small, Evansville, Ind.

What is alleged to be the world's record of wheat to bread was made near Beloit, Kan., June 28, when a header was driven into the field at 3:14 and biscuits from the oven, ready to eat at 3:44 p. m.

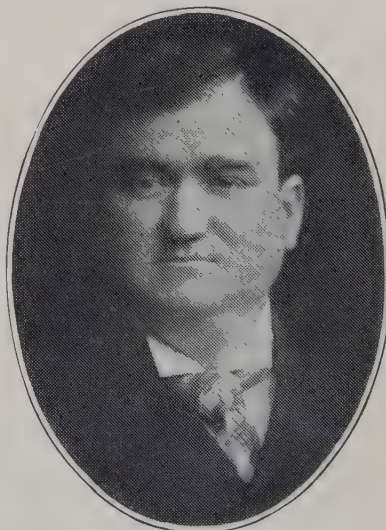
Heyburn, Ida., July 8.—Alfalfa, timothy and clover hay of the best quality and will move in large quantities. Favorable spring and summer weather has insured good crops of grains and potatoes.—Heyburn Grain Co.

North Dakota is very spotted; the southern tier of counties and the western half of the state having suffered more or less from conditions similar to those existing in South Dakota, but the state as a whole should harvest a much larger crop than it produced last year. Rains on Saturday night and July 9, Sunday, followed by cooler weather, have relieved the situation considerably. The next two weeks will be the critical period and the final outcome will depend much on the weather during that time.—The Van Dusen-Harrington Co., Minneapolis, Minn.

NEW PRESIDENT OF PITTSBURGH Exchange.

The new president of the Pittsburgh Grain & Flour Exchange, Jos. A. McCaffrey, enjoys the friendship of the members and hopes to keep the organization moving harmoniously toward a larger and more active market.

He is a young man, but has long been identified with the Exchange, being vice-pres. of the old firm of Daniel McCaffrey's Sons Co., and a native of Pittsburgh. Several years ago he served as vice-pres. of the Exchange. A portrait of Mr. McCaffrey is reproduced in the engraving herewith.



Joseph A. McCaffrey, Pittsburgh, Pa.
Pres. Grain & Flour Exchange.

No. Bushels
Grade
Grain
19

This indenture This Day Executed in Duplicate WITNESSETH: That hereinafter termed buyer, has purchased and received from hereinafter termed seller, bushels of subject to settlement upon the order of the seller, pursuant to the terms and conditions following, to wit:

In consideration of the covenants herein expressed and the Seller's right of election as to the date of settlement, for the above grain, the said Seller agrees to allow the following deductions to be made from the amount due him upon settlement.

1st. cent per bushel for each month, or fractional part of a month, beginning 19.., for which the said Buyer agrees to keep said grain insured for the benefit of the Seller to the amount of cts. per bushel.

2nd. It is further agreed by the parties hereto that the Buyer shall have the right to ship out, redeposit, sell and otherwise appropriate said grain the same as if the title had fully passed, (provided it should become necessary or desirable on account of condition or otherwise; the Buyer being the sole judge thereof).

3rd. The settlement for the grain covered by this contract shall be at the current price, bid for wagon grain of same quality at Indiana on the day said Seller elects to settle. Such election to be exercised by the Seller on or before 19.., or by the Buyer thereafter, all subject to above provisions, evidenced by written notice, or the surrender of this contract.

All unpaid amounts due the purchaser may be deducted from the settlement price of said grain.

..... Buyer.
Per.....
..... Seller.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Eaton, Colo., June 23.—Crops spotted here by heat.—M. S. Losey, Mgr. Eaton Merc. Co.

Denver, Colo., June 26.—Crops are in fair condition, the hay has been hurt by heat.—W. F. Thompson Merc. Co.

Ft. Morgan, Colo., June 29.—First crop of alfalfa excellent. Fall wheat made fair crop. Oats very short.—The Platte Valley M. & E. Co.

Akron, Colo., June 29.—All grain here is burning or has burnt up. Winter wheat is in better condition than any of the other grain.—T. McAloon.

Wray, Colo., June 24.—Wheat in bad shape; some winter wheat. Corn not yet affected by heat. Oats are a failure. Some corn being held back by farmers.—E. W. Lambert, agt., Shannon Gr. Co.

Ft. Morgan, Colo., June 28.—In some places crops are fair, and corn may turn out right. First cutting of alfalfa fair. Barley looking very good, oats are light.—J. A. Cooper, Mgr., Ft. Morgan Feed & Fuel Co.

ILLINOIS.

Osbornville, Ill. July 3.—Corn and wheat are fine here but oats appear badly damaged.—J. P. Davidson.

Media, Ill., July 8.—Oats and wheat light on account of drouth; farmers not selling freely because of the dry weather.—W. W. Day & Co.

Toluca, Ill., June 28.—Corn and oats are looking fine after a splendid rain. Wheat will make about 25 to 30 bus. per acre.—S. P. Cunningham, mgr., Toluca Eltr. Co.

Georgetown, Ill., July 4.—Very hot, wheat of fine quality. I will get over 1,000 bus. today and take from three machines tomorrow; am so busy buying wheat I have no time to kick the dog.—W. P. Lewis.

Papineau, Ill., July 5.—Corn looks good in this section for this time of the year. Our oats have made quite an improvement in the last two weeks and are turning fast; cutting will commence next week.—Tege Bros.

Millersville, Ill., June 26.—Wheat all in shock; threshing just begun; yield will be above normal and quality good. Rains have helped corn and meadows but came too late for oats which will make the shortest crop in many years. This station will not raise more oats than farmers will feed.—Ben A. Neal.

Tremont, Ill., July 1.—Winter wheat all cut, will be of fair quality and average about 18 bus. per acre; threshing will begin about July 5. Oats cutting will begin this week. Oats will make about 60% of the usual crop. Nearly all corn has been laid by fully two weeks ahead of last year; ground in good condition. Very little old grain in this vicinity.—H. L. Schmutz.

Urbana, Ill., July 3.—The following report is condensed from information received from 467 stations in 58 counties north of the Vandalia R. R. and including those from Lawrenceville to Carmi. Concerning wheat 419 report an average yield of 17.51 bus. per acre; 302 report quality good; 92 fair; 14, poor. Of oats 78 say none remains of the crop of 1910; 384 report 5.67% of old crop to be shipped; 450 place present condition of oats at 69.53% and 426 estimate the yield at 28.22 bus. per a. Sixteen say no corn remains to be shipped; 446 say 16.89% of old corn is yet to be shipped; 466 place its present condition at 97.96%. Temperature here today was 101; yesterday, 102 degrees. Continued hot, dry weather will soon damage the corn.—S. W. Strong, sec'y Ill. G. D. Ass'n.

INDIANA.

Frankfort, Ind., July 9.—Threshing in full blast in central Indiana; average 20 bus. of fine '60-lb. wheat.—John A. Rice.

Nappanee, Ind., June 26.—Rains have kept corn growing fine. Oats are short.—G. D. Stauffer, Nappanee Produce Co.

Terre Haute, Ind., July 7.—We will have an excellent crop of wheat, half an average crop of oats and an average crop of corn which looks good. We need rain.—B. G. Hudnut.

Evansville, Ind., July 7.—Wheat is turning out very nicely, most of it grading No. 2 and corn looks well.—A. F. Files, W. H. Small & Co.

Crawfordsville, Ind., July 6.—Wheat threshing is in full blast and the yield is very good, making from 10 to 35 bus. per acre; quality extra good, testing 60 lbs. per bu. A good acreage of wheat promises to be sown this fall.—H. T. Stout.

Leesburg, Ind., June 23.—Early in the season we thought we would have a bumper crop of wheat but the fly last fall and this spring cut it to 50% or 60%; it is breaking down fast. Commenced cutting the first part of this week and will be almost completed by last of next week. Oats will make about 75% of a crop. Corn is late but is growing fine; stand about 80%; need good growing weather and a late fall to mature. Not much grain of any kind in farmers' hands.—Wm. Baugher, mgr. eltr. Leesburg Grain & M. Co.

IOWA.

Garden City, Ia., June 26.—We had a heavy rain last night and crops look fine.—F. J. Valen, former mgr. Diamond Grain Co.

Ira, Ia., July 5.—Crop conditions are good, especially for corn. Oats will make a short crop. Fall wheat is good.—J. E. Thorp.

Hartwick, Ia., July 1.—Farmers are cutting considerable oats for hay. We will have the shortest hay and wheat crops for years.—The Jas. McCarty Eltr. Co.

Paton, Ia., July 8.—Very dry, corn suffering greatly, oats a half crop; must have rain soon to save crop.—N. C. Sinnott, mgr. Farmers Eltr. Co.

Carson, Ia., July 8.—Fall wheat pretty good; early oats fair. Late oats will be rather light. Corn is just entering the critical stage and must have moisture in a very few days or be badly damaged.—R. E. Patrick.

Le Grand, Ia., July 8.—Oats a light crop not exceeding 30 bus. to the acre. Wheat good, 25 to 35 bus. Corn in good condition but must have rain inside of a week, firing some. Hay crop light, pasture burned up.—W. A. B., Bickel Grain Co.

Carnes, Ia., July 1.—Barley crop is almost a failure for lack of moisture; wheat poor; oats from 10 to 20 bus. per acre. Corn is in good condition, but needs rain within a week. Old crop is moving slowly; holding for higher prices.—Wm. Pohler, mgr. F. M. Slagle & Co.

Maurice, Ia., July 3.—Barley harvest is just beginning; straw is short but about long enough to get with a harvester. Early oats will be ready to cut the latter part of this week. Wheat is filling well but the straw is rather short. Prospective yields: Wheat, 15 bus. per acre; oats, 25 to 30 bus.; barley, 20 to 25 bus. Some fields are poor, others good; those sown early are the best. Corn promises well and at present seems good for 60 bus. per acre.—D. Van der Berg, mgr. Farmers Eltr. Co.

KANSAS.

Wilroads, Kan., June 28.—Wheat around here is hardly worth cutting.—W. H. Gould.—S.

Arcadia, Kan., July 4.—We will have nothing but wheat and that is being held for feed. Oats are a failure and corn is now in a critical condition because of drouth. The situation is beginning to look alarming.—W. D. Konantz.

Ransom, Kan., June 27.—Not enough wheat will be harvested in this county to seed half of the reduced acreage to be sown this fall. Dry weather still continues but we can yet have hope for our corn crop if we get rain soon.—J. A. Graham.

Beloit, Kan., July 7.—Wheat fair, many fields will make 18 bus. per acre. Threshing is well under way. Oats are a total failure. Corn has stood the dry weather most remarkably; however, it has about reached the limit of its endurance and is going back now. Rough feed will be scarce and very high as the hay crop is nearly a failure, however a good Kansas rain will work wonders; farmers badly discouraged.—Wagner & Harmon.

Coffeyville, Kan., June 29.—Exceedingly dry in this territory; oats practically gone, grass the same and corn badly damaged without question altho a number of the farmers seem to think their corn not perilously injured to date; we would like to take that view of it, but must await developments. We have had a few good showers but they have only been local and we have only had enough rain to lay the dust in the last three months.—P. B. Harper, mgr. Kemper Grain Co.

KENTUCKY.

Henderson, Ky., July 7.—The corn crop will be damaged, need rain; some sections look fine, but in others the damage is irreparable. Fair wheat crop, quality fairly good, some shriveled.—A. Waller.

Henderson, Ky., July 7.—The hot weather is hurting the crops. Corn is all right yet, but must have rain soon. Small acreage of oats planted. Returns from threshing have proved wheat better than expected.—C. M. Bullitt, Henderson Eltr. Co.

Jett, Ky., July 6.—Hot weather has cut oats and hay down about 50%. Corn is fine on 20% more acreage and in 20% better condition than at this time last year. Wheat now being threshed yields from 10 to 20 bus. per acre, quality mostly good.—J. R. Shaw & Co.

MICHIGAN.

Berrien Center, Mich., June 25.—Wheat harvesting now on, earliest ever known here.—S. Z. Waltz, supt. Goshen Mlg. Co.

Schoolcraft, Mich., July 6.—I never handled new wheat in better condition, weather was fine to dry it out. Estimate about 1/2 of a crop of corn. Oats look fine.—C. E. Carpenter.

Lansing, Mich., July 7.—The reported excellent condition of wheat for April and May indicated for the state a yield of at least 20 bus. per acre, but ravages of the Hessian fly in the southwestern part of the state caused a number of correspondents to estimate the yield at from 3 to 10 bus.; as that may prove too low after threshing, this department still hopes for a return to 20 bus. per a. The average estimated yield in the state is 18 bus., 17 in southern and northern counties, 20 in the central and 2 bus. per acre in the upper peninsula. Total amount of wheat marketed by farmers in June is 282,903 bus.; estimated total in the 11 months from Aug. to June is 13,700,000 bus. Amount of wheat yet remaining in growers' hands is estimated at 1,500,000 bus. Average estimated yield of rye in the state, central and northern counties is 15 bus. per acre; in southern counties 14 and in the upper peninsula 2 bus. per a. Condition of corn in the state is 92%, compared with 79% a year ago. Acreage of buckwheat sown or to be sown, compared with an average for the last five years, in the state is 81%, in southern and northern counties, 82%; in central, 75%; in upper peninsula, 99%. Acreage of beans planted or to be planted, compared with an average for the last 5 years, in the state is 100%; of peas 84%; condition of beans, 91%. Condition of clover sown this year, compared with average, is 87% in the state; acreage that will be harvested, compared with average for the last five years, in the state is 83%.—Frederick C. Martindale, sec'y of state.

MINNESOTA.

Matawan, Minn., July 5.—Crop outlook here is fair.—A. B. Babcock, agt., Hunting Eltr. Co.

Minneapolis, Minn., June 26.—As crop prospects are very flattering in our vicinity, we have not sold our eltrs. but have concluded to operate them this season.—J. H. Ball, Grain Producers Eltr. Co.

Long Prairie, Minn., June 27.—Crop prospects not encouraging; too hot and dry for the last three weeks; but if we get rain soon we may have a fair crop. Hay crop poor.—Wm. Luth, agt. Erwin Eltr. Co.

Magnolia, Minn., July 3.—Small grain crops are about gone and if we don't get rain soon we can't raise any corn. Grass-hoppers are working on the grain and many are in the corn fields.—D. E. Connelly, agt. Hubbard & Palmer.

MISSOURI.

Lees Summit, Mo., June 26.—We need rain but corn is holding its own. Oats being cut and baled for hay. Wheat a good yield running from 30 to 35 bus. per acre.—E. P. Clark.

Columbia, Mo., July 1.—Corn crop depends upon plenty of moisture and with it an immense yield is assured. The condition is placed at 83.6 compared with 85.6 one month ago and 75.9 last year. Wheat harvest early and 96% gathered. The yield will be 14.8 bus. compared with 13.2 bus. last year. Dry hot weather ruined oats and much not long enough to cut. The condition of the part not yet harvested is placed at 41.—State Dept. of Agri.

MONTANA.

Broadview Mont.—About 12,000 acres of excellent wheat will be harvested in this locality.—O. F. Hoese.

Hardin, Mont., July 8.—A bumper crop of all small grains, especially oats which are of fine quality.—Johnston & Tupper.

NEBRASKA.

Straton, Neb., June 23.—Corn looking fine now, but rain is needed. Oats crop a failure.—F. J. O'Donnell.

Trumbull, Neb., July 1.—Wheat is making from 5 to 8 bus. per acre. Corn is in good condition yet.—A. M. Brookings.

Crete, Neb., July 7.—Wheat averaging 18 bus., corn in good shape but needing rain, no oats to speak of. Very little grain back.—S.

Bartley, Neb., June 30.—Wheat is a total failure, and corn is going fast on account of hot winds. No grain back.—E. E. Smith.

McCook, Neb., June 30.—This section in bad condition as the result of a strong hot southern wind and many eltrs. are closing.—A. R. B.

Blair, Neb., July 6.—Winter wheat and rye fine. Oats will probably be short in quantity, but good in quality. Corn looks good.—Aye Bros.

Berwyn, Neb., July 5.—Very dry here. Wheat will make 10 bus. per acre. No oats. Corn looking good but will need rain son.—Miller & Wirt.

Holdrege, Neb., July 3.—We will have some wheat, but corn is questionable, and oats are a failure. Very little grain back.—McCanaughy Grain Co.

Madison, Neb., June 23.—An excellent stand of all grain, but oats will be a little short. Farmers are holding back considerable grain.—C. E. Pearse.

David City, Neb., June 23.—Wheat is excellent, 20 to 25 bus., corn fine, but oats are a trifle short. Considerable corn back in farmers' hands.—H. O. Schaaf.

Madison, Neb., June 23.—Wheat will make 15 to 20 bus., corn fine, but oats are a trifle short. Not much grain back.—J. G. Ostidick, mgr. Farmers Eltr. Co.

Seward, Neb., July 8.—Corn is nearly burnt up. Wheat making from 15-20 bus., averaging about 18. Some old corn and wheat back.—G. J. Harrison & Son.

Berlin, Neb., July 3.—Wheat running from 20 to 40 bus. per acre, of good quality and weighing 62 lbs. Oats will be a light crop. Corn needs rain.—W. H. Irland.

York, Neb., July 8.—Wheat 16 bus. average, excellent quality, corn needing rain. Oats a failure; 33% corn in farmers' hands.—H. L. Gaskill, agt. Udpikie Grain Co.

Holdrege, Neb., July 3.—Wheat making from 8 to 10 bus., and corn is a thing of the past. Oats are a failure. Very little grain back.—A. C. Johnson, mgr. Farmers' Eltr. Co.

Aurora, Neb., July 7.—Wheat averaging 7 bus., corn damaged 25%, and oats a failure; 25% old wheat in farmers' hands, and 40% corn.—A. B. Carter, Agt. Udpikie Grain Co.

Ong, Neb., July 5.—Wheat making from 10 to 15 bus. wheat here. Corn burned badly, but good rains and cool weather will save it. Oats and hay failures.—Wm. Rundberg.

Trumbull, Neb., July 6.—Wheat making from 7 to 8 bus.; questionable whether we shall have any corn, even with plenty of rain. Oats are a failure.—Geo. W. Cochran, agt. Hynes Gr. Co.

Seward, Neb., July 8.—Wheat averaging 18 to 20 bus.; corn must have rain immediately. Oats are a failure; 10% corn and old wheat back.—Chas. Nelson, mgr. Seward Gr. & L. S. Co.

Bookwalter, Neb., July 3.—Wheat good quality and making 10 bus. per acre. No oats harvested. Are mowing and feeding to cattle. Hay very short. Corn still holding its own.—C. G. Colwell.

McCook, Neb., June 30.—We are having the worst scorching in 20 years. Corn fair, but needing rain badly, and unless we do have rain soon heat and grasshoppers will finish it.—Frank Real & Co.

Indianola, Neb., July 1.—Small grain nearly all gone, corn in fair shape but present hot winds are killing it rapidly; 5,000 bus. wheat in farmers hands.—A. A. Gamsby, Strocker & Gamsby.

Hastings, Neb., July 6.—Wheat making 7 bus. Corn needing rain badly, and is already damaged 50%. Oats and pastures all burnt up, and alfalfa dying out. Grain nearly all out.—E. A. Twidale.

Trumbull, Neb., July 6.—Wheat making from 3 to 10 bus., and will average about 7 bus. Corn needing rain, but oats are a failure. Very little grain back.—A. R. Rich, agt. Central Granaries Co.

Kenesaw, Neb., July 5.—Wheat making from 5 to 18, acreage larger than last year. Corn needing rain. Oats are a failure; 15% old crop back, and farmers are threshing.—W. A. Kearney, agt. Sewell Gr. Co.

York, Neb., July 8.—Wheat 12 to 25 bus., average 18 bus., excellent quality. Corn is damaged, needing rain badly. Oats are a failure. Not much of the old grain back.—Van Wickle Grain & Lumber Co.

Aurora, Neb., July 7.—Wheat average 10 bus., and will all grade No. 2 hard. Corn will be alright with rain, but oats are gone; 15% of old corn and wheat back.—H. E. Doof, mgr. Aurora Eltr. Co.

Hastings, Neb., July 5.—Wheat here is of excellent milling quality, and will average 8 bus. Corn needs rain badly, and oats are a total failure. Farmers holding 10% old wheat back.—Hastings Milling Co.

Fairbury, Neb., July 8.—Wheat will average 13 bus. of good quality. Farmers selling freely. Very hot and no rain for 5 weeks. Oats crop very light and corn badly damaged. May get half crop if it rains soon.—O. Vanier.

Hastings, Neb., July 5.—Wheat averaging 10 bus. and of good quality. Rain needed for us to have any corn, and oats are a failure. Farmers are holding more of old wheat back than usual.—F. G. Endleman, Endleman & Stockham.

Hampton, Neb., July 7.—Half crop of wheat here averaging about 10-15 bus., but of excellent quality. Corn in fair shape, but needing rain. Oats a failure. A little corn in farmers' hands.—H. V. Nelson, mgr. Hampton Mill & Grain Co.

Culbertson, Neb., June 30.—Everything a failure in this district. Corn may live thru present hot winds, but grasshoppers have begun to eat it. No grain back, and unless we have feed here things will become serious.—Mgr. Bullard Lumber Co.

Seward, Neb., July 8.—Wheat will average 20 bus. here, and will be of excellent quality. Corn is not entirely ruined, but unless rain comes immediately we will have no corn; and oats are a failure; 10% old corn in farmers' hands.—P. A. Beck, agt. Udpikie Grain Co.

Hampton, Neb., July 7.—Wheat here of excellent quality, nearly all of it grading No. 2 hard, it will average about 12 bus. to the acre. Corn damaged some, but with plenty of rain will raise a fair crop. Oats are a failure. Some of the old corn back.—F. H. Cox, J. M. Cox & Son.

Juniata, Neb., July 3.—Wheat will make all the way from 3 to 12 bus., averaging about 8, and of excellent quality. It is a question whether we will have any corn. Some old wheat back, and farmers are holding corn until rain.—E. B. Hubbard, mgr. Juniata Grain & L. S. Ass'n.

Lyons, Neb., July 7.—Wheat from 15 to 30 bus. per acre, oats half of a crop, 15 to 25 bus. Barley is good color but light weight and will yield 20 bus. per acre. Corn in a critical stage and damaged some by hot weather but the stand is almost perfect and if the weather is favorable will make a big yield.—Holmquist Grain & Lbr. Co.

NORTH DAKOTA.

Benedict, N. D., July 6.—About 60% of wheat destroyed by lack of moisture. Flax looks good.—Alex. Harchanks, agt. Northland Eltr. Co.

Cleveland, N. D., July 3.—The crops at this station are very poor. Late seeded may produce something if we have rain soon.—M. N. Pratt, agt. Occident Eltr. Co.

Bismarck, N. D., July 3.—The generally favorable conditions indicated in our last report will have to be scaled down considerably on account of the persistent reports of hot winds and dry weather received from many parts of the state. These unfavorable conditions are confined for the greater part to the southern half of the southern tier of counties, although reports from scattered localities further north seem to suggest a more spotted condition than is consistent with a record crop, which was at one time indicated. The deterioration to date is manifested mostly in wheat, oats and barley. Corn and flax seem to be holding their own. The rapid growth of all grains indicate a harvest from ten days to two weeks earlier than in 1910.—W. C. Gilbreath, commissioner of agriculture.

OHIO.

Toledo, O., June 26.—Recent rains have helped clover considerably. The acreage is generally short.—Crumbaugh, Kuehn & Co.

Versailles, O., July 8.—Wheat yielding from 10 to 35 bus. of excellent quality. Corn badly infested with chinch bugs and unless we have rain soon there will not be ½ crop. Oats very light.—W. C. Hile.

Columbus, O., July 1.—The condition of corn is placed at 89, against 83 last year. The acreage is placed at 2,986,000 acres. The condition of wheat is placed at 84, with 15 bus. the normal yield. The condition in

June was 88 and last July, 93. The condition of oats is placed at 76, compared with 76 in June and 104 in July, when the crop was 65,000,000 bus. Condition of rye is 86, compared with 85 in June.—Ohio State Dept. of Agri.

Lima, O., June 26.—New oats will have a normal acreage and condition 10% above normal; corn acreage 10% above normal and condition normal; wheat acreage 15% above normal and condition 10% above normal; hay 15% short of normal and condition 25% below normal. Clover and mixed comparatively scarce but timothy materially improved.—T. P. Riddle.

OKLAHOMA.

Durant, Okla., June 19.—This section is beginning to raise some wheat. This year's crop will be of fair quality.—D. Head & Son.

Fairview, Okla., June 22.—Not enough wheat to seed the ground. About 10% of last year's crop.—J. R. Haley, Fairview Mfg. Co.

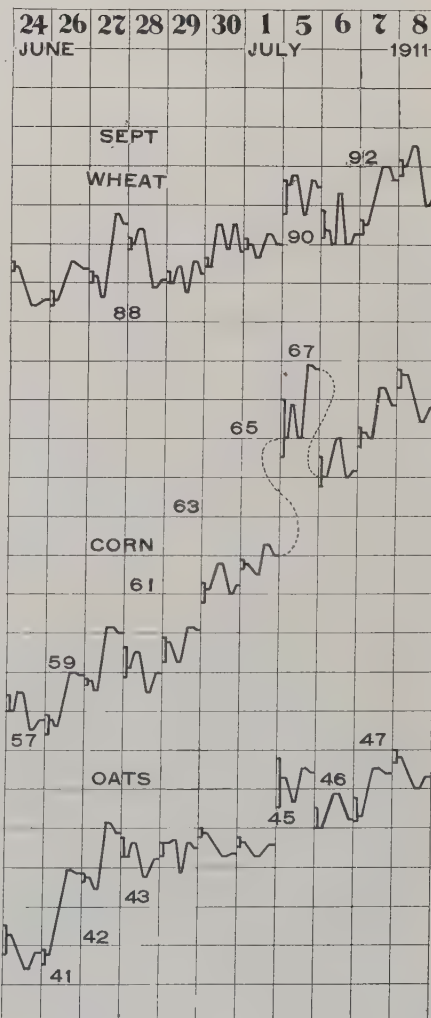
Watonga, Okla., July 5.—No wheat or oats in the country and the corn is practically ruined by the hot winds.—Chas. N. Clark, mgr. Robey Grain Co.

Hennessey, Okla., June 19.—Wheat has made 12 bus. per acre and weighed 58 lbs., but our acreage was very small.—R. H. Grimes, Hennessey Roller Mills.

Oklahoma City, Okla., July 1.—Condition of wheat is 45% compared with 53% in June and the yield per acre 8.6 bus. against 16.7 bus. last year. The condition of corn is placed at 50.9% against 85% last July and 56 last October. Local rains have helped corn somewhat. The condition of oats is placed at 33%, compared with 53% in June. The yield is estimated at 14.5 bus.; compared with 37 bus. a year ago.—Okla. Dept. of Agri.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the September delivery at Chicago for two weeks past are given on the chart herewith:



SOUTH DAKOTA.

Gettysburg, S. D., July 6.—The state will not have 20% of a crop. Our only hope is corn and flax and with that we must hope to have the drouth immediately broken.

Moisture is badly needed in So. Dakota and with bountiful rainfall the state will not harvest more than a half crop. Corn promises well and flax not yet affected by the drouth.—Van Dusen-Harrington Co., Minneapolis, Minn.

TENNESSEE.

Newbern, Tenn., July 3.—Threshing in full blast with $\frac{3}{4}$ of a crop of wheat and $\frac{1}{2}$ a crop of oats.—W. S. Ridens & Co.

Nashville, Tenn., July 8.—Oats are being mowed down and raked just like hay. Corn needs rain and if we get it there will be a nice crop.—S. S. Kerr.

Nashville, Tenn., July 8.—Finest corn crop we ever had; half crop oats; wheat better crop and quality than last year.—J. A. Williams, Williams & Worsham.

Nashville, Tenn., July 8.—I never saw nicer corn than between here and Horn Springs; wheat is nice, too; oats very poor, small acreage.—R. J. Riddle, mgr. Nashville Grain Co.

Nashville, Tenn., July 8.—The hay crop is very short, its movement will depend upon the pea crop. If much peas are raised the farmers will feed them and market the hay. Peas need rain as they are in serious condition now.—E. E. Laurent, Daniel, Binns & Laurent.

TEXAS.

Miami, Tex., June 25.—A good crop of wheat, oats and speltz.—J. W. Philpott.

Ft. Worth, Tex., July 3.—Crops in Texas a practical failure.—J. A. Bushfield & Co.

San Antonio, Tex., July 7.—Corn almost spoiled for want of a good rain at maturing time. Oats badly damaged by rust.—Joseph Courand Grain Co.

The hay and grass crops have also suffered greatly from drouth in the state, and are damaged fully as much as the crop of oats and corn. My estimate of drouth damage in Texas this year is \$125,000,000.—G. J. Gibbs, Sec'y Texas Grain Dealers Ass'n.

Ft. Worth, Tex., July 8.—My best estimate is that we have produced in Texas about 8,000,000 bus. of wheat. The test weight of the wheat is light, making the actual value of the crop not much above 7,000,000 bus. Oats I estimate in Texas as 15,000,000 bus., but many of the oats are very light weight, testing from 20 to 24 pounds, so that we might call the crop of oats this year just about 12,000,000 bus. in money value. As a general rule, the oats are exceptionally bright and very clean. The corn crop of the state is nearly a total failure, and will appear as such in all parts of the state so far as surplus is concerned. South Texas will not make a half crop, and the same condition prevails in east Texas, which never produces much corn. All the counties in central and north Texas may be put down as a total failure. A little corn will be made in the upper panhandle and plains counties, but the total crop of the state, in my opinion, will not exceed 50,000,000 bushels, against a promise of more than 200,000,000 bushels May 10, 1911. Like oats, corn is going to be light and chaffy, and we must figure a discount of 15 to 25% on the little we do raise, which will result in the actual value of the Texas corn crop for the year falling to the equivalent of about 35,000,000 to 40,000,000 bushels of good corn.

UTAH.

Salt Lake City, Utah, June 29.—Crops look very good. Dry farms will average better than 30 bus. of wheat to the acre.—David Robbins, mgr. Farmers Grain & Mfg. Co.

WISCONSIN.

Manitowoc, Wis., June 23.—All grain fields within 100 miles are in splendid condition. We have had enough rain to advance crops nicely.—F. A. Miller, mgr. The William Rahr Sons Co.

Madison, Wis., July 1.—The condition of winter wheat is placed at 92; winter rye at 95; spring wheat at 89; spring rye at 91½; barley at 92; oats at 92½ and corn at 96.—R. W. Rowlands, sec'y Wisconsin State Board of Agri.

WYOMING.

Laramie, Wyo., June 28.—Crops promise well and plenty of water for irrigation.—Overland Cereals Co.

GOVERNMENT CROP REPORT.

Washington, D. C., July 10.—The U. S. Dept. of Agriculture in its crop report issued to-day shows a marked decline in the condition of all crops due to the June drouth, oats and hay having been the hardest hit.

Estimated Production.

	July, 1911.	1910.
Corn, bu.	2,956,000,000	3,126,000,000
Oats, bu.	818,000,000	1,127,000,000
Barley, bu.	147,094,000	162,227,000
Hay, tons	42,500,000	60,978,000
Wheat, bu.	702,851,000	695,443,000

Acreage and Condition.

	per acre, 1911, cent of 1910.	1911, acres.	Condition July 1, 1911.	Condition July 1, 1910.	Condition July 1, ten-years av.
W. wheat. 106.6	31.367	76.8	21.5	21.4	21.4
Sp. wht. 104.9	20.757	73.3	21.6	21.5	21.5
All wheat. 105.9	52.124	75.6	73.3	73.3	73.3
Corn 101.7	115.939	80.1	85.4	84.7	84.7
Oats 99.9	35.250	68.3	22.3	22.3	22.3
Barley 97.0	7.038	72.1	73.3	73.3	73.3
Rye 95.0	85.6	87.5	87.5	87.5	87.5
Flax 103.3	3.013	80.9	65.0	65.0	65.0
Rice 97.6	705	87.7	86.3	86.3	86.3
Hay 95.0	64.9	80.2	85.7	85.7	85.7

*Three 000 omitted.

The amount of wheat remaining on farms July 1 is estimated at 5.5% of last year's crop, or about 38,288,000 bus., compared with 38,739,000 on July 1, 1910, and 37,701,000 bus., the average amount on farms July 1 for the last five years.

Yields Per Acre.

	indicated by condition.	1911, final.	1910, final.	1908-1910 average.	1911, prod. compared with tot. prod. in 1910, per cent.	1911, prod. compared with tot. prod. in 1908-1910 av., per cent.
W. wheat. 14.6	15.8	15.8	15.8	15.8	98.7	101.7
Sp. wheat. 11.2	11.7	11.7	11.7	11.7	105.8	100.7
All wheat. 13.5	14.1	14.1	14.1	14.1	101.1	101.4
Corn 25.5	27.4	27.4	27.1	27.1	94.6	104.9
Oats 23.3	31.9	28.4	28.4	28.4	72.6	87.7
Barley 20.9	22.4	24.8	24.8	24.8	90.7	88.4
Rye 15.5	16.3	16.4	16.4	16.4	100.0	100.0
Flax 8.6	4.8	9.9	9.9	9.9	183.6	110.5
Rice 32.2	33.9	32.4	32.4	32.4	92.7	105.8
Hay 1.08	1.33	1.41	1.41	1.41	100.0	100.0

Winter Wheat.

	Per cent of U. S. acres in state.	Condition July 1, 1911.	Condition June 1, 1911.	Condition July 1, 1910.	Condition July 1, ten-year average.
Kansas 15.8	60.0	65.0	72.0	75.0	75.0
Indiana 8.6	85.0	85.0	78.0	82.0	82.0
Nebraska 8.5	58.0	79.0	71.0	87.0	87.0
Illinois 7.1	86.0	85.0	78.0	83.0	83.0
Missouri 7.0	85.0	84.0	76.0	82.0	82.0
Ohio 6.5	81.0	80.0	82.0	81.0	81.0
Penn. 4.9	73.0	82.0	90.0	90.0	90.0
Texas 4.0	62.0	70.0	90.0	69.0	69.0
Oklahoma 3.6	41.0	44.0	90.0	78.0	78.0
Michigan 3.0	90.0	88.0	83.0	80.0	80.0
California 3.0	83.0	80.0	83.0	79.0	79.0
Tennessee 2.9	87.0	85.0	86.0	80.0	80.0
Virginia 2.5	85.0	81.0	91.0	83.0	83.0
Maryland 2.5	79.0	79.0	93.0	86.0	86.0
Kentucky 2.4	88.0	88.0	85.0	81.0	81.0
Washington 2.3	97.0	98.0	77.0	90.0	90.0
No. Carolina 2.2	89.0	89.0	95.0	81.0	81.0
Oregon 1.7	90.0	95.0	88.0	90.0	90.0
So. Carolina 1.6	86.0	85.0	84.0	77.0	77.0
New York 1.4	87.0	82.0	95.0	84.0	84.0
Unit. States 100.0	76.3	80.4	81.5	81.4	81.4

Winter Wheat Production by States.*

	Estimated July 1, '11.	Estimated June 1, '11.	Final, 1910.
Kansas 58,000	62,331	61,060	61,060
Nebraska 34,000	41,680	34,650	34,650
Indiana 44,795	44,795	40,981	40,981
Illinois 37,000	36,635	31,500	31,500
Missouri 32,000	31,344	25,130	25,130

Ohio 32,000	31,964	31,493
Penn. 21,000	23,240	27,697
Oklahoma 7,500	7,861	25,362
Michigan 16,000	15,417	15,642
Tennessee 11,500	11,100	10,647
Kentucky 8,892	8,892	9,600
Texas 11,000	12,596	18,780
California 11,300	10,965	17,100

Total bus. 324,987	338,868	349,642
U. S. bus. 458,000	479,915	464,044

*Three 000 omitted.

Spring Wheat.

North Dak. 36.5	88.0	95.0	45.0	87.0
Minnesota 30.0	74.0	96.0	73.0	88.0
South Dak. 18.3	33.0	93.0	64.0	90.0
Washington 4.1	93.0	97.0	68.0	87.0
U. S. 100.0	73.8	94.6	61.6	87.8

Corn.

	per acre, 1911, cent of 1910.	1911, acres.	Condition July 1, 1911.	Condition July 1, 1910.	Condition July 1, ten-year average.
Illinois 99.0	10,503	89.0	84.0	87.0	87.0
Iowa 104.9	352	98.0	84.0	85.0	85.0
Kansas 103.0	9,167	67.0	83.0	84.0	84.0
Texas 105.9	240	45.0	82.0	76.0	76.0
Missouri 99.0	3,217	73.0	82.0	83.0	83.0
Nebraska 100.0	8,000	82.0	86.0	85.0	85.0
Oklahoma 103.0	5,945	40.0	82.0	87.0	87.0
Indiana 100.0	5,129	91.0	84.0	85.0	85.0
Georgia 101.0	4,577	85.0	93.0	88.0	88.0
Ohio 98.0	3,331	89.0	85.0	83.0	83.0
Tennessee 99.0	3,683	89.0	83.0	88.0	88.0
Kentucky 102.0	3,703	90.0	85.0	88.0	88.0
Alabama 104.0	3,665	86.0	94.0	86.0	86.0
Mississippi 103.0	3,329	84.0	96.0	84.0	84.0
North Car. 100.0	3,073	91.0	89.0	82.0	82.0
Arkansas 100.0	3,834	79.0	83.0	84.0	84.0
Louisiana 101.0	3,515	72.0	89.0	81.0	81.0
South Car. 104.0	3,515	81.0	87.0	84.0	84.0
South Dak. 103.0	3,357	84.0	85.0	85.0	85.0
Virginia 100.0	3,142	85.0	87.0	90.0	90.0
Michigan 100.0	3,100	91.0	87.0	90.0	90.0
Minnesota 107.0	1,543	98.0	87.0	81.0	81.0
Penn. 100.0	1,584	91.0	83.0	86.0	86.0
Wisconsin 105.0	1,554	96.0	83.0	83.0	83.0
U. S. 101.7	115,939	80.1	85.4	84.7	84.7

*Three 000 omitted.

Oats.

	Per cent of U. S. acres in state.	Condition July 1, 1911.	Condition June 1, 1911.	Condition July 1, 1910.	Condition July 1, ten-year average.
Iowa 13.5	70.0	96.0	85.0	89.0	89.0
Illinois 12.5	69.0	81.0	86.0	82.0	82.0
Minnesota 7.7	67.0	96.0	67.0	90.0	90.0
Nebraska 7.4	40.0	89.0	77.0	86.0	86.0
Wisconsin 6.6	91.0	96.0	79.0	92.0	92.0
Indiana 5.1	73.0	82.0	86.0	83.0	83.0
Ohio 4.2	71.0	73.0	94.0	88.0	88.0
North Dak. 4.6	84.0	95.0	42.0	87.0	87.0
South Dak. 4.3	25.0	90.0	63.0	91.0	91.0
Kansas 4.3	34.0	62.0	90.0	75.0	75.0
Michigan 4.2	88.0	85.0	87.0	88.0	88.0
New York 3.3	93.0	85.0	95.0	92.0	92.0
Penn. 2.8	88.0	82.0	97.0	90.0	90.0
U. S. 100.0	68.8	85.7	82.2	86.3	86.3

Oats Production Reduced.

In the twelve leading states the estimated promise of the oats crop was reduced between June 1 and July 1 209,000,000 bus., as shown in the table following, in bushels, three 000 omitted:

State	July 1, '11.	June 1, '11.	1910.
Iowa 133,000	176,000	181,440	181,440
Illinois 119,000	137,000	171,000	171,000
Ohio 44,000	46,000	65,658	65,658
Indiana 48,000	70,000	65,490	65,490
Kansas 16,000	29,000	46,620	46,620
Nebraska 37,000	81,000	74,200	74,200
Minnesota 65,000	95,000	78,523	78,523
North Dak. 46,000	52,000	11,396	11,396
South Dak. 12,000	44,000	35,075	35,075
New York 42,000	38,000	46,161	46,161
Penn. 30,000	28,000	35,130	35,130
Wisconsin 31,000	86,000	69,136	69,136

Total 673,000	882,000	879,829
U. S. 818,000	976,425	1,126,765

Could not be without the Grain Dealers Journal.—The Jas. McCarty Eltr. Co., Hartwick, Ia.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

ADDRESS WANTED OF BUILDER OF CEMENT ELEVATORS.

Grain Dealers Journal: Will the Journal kindly give me the address of a reliable and responsible company engaged in the building of cement elevators?—Jno. H. Sikes, Springfield, Ill.

Ans.: The names of firms building cement concrete grain elevators are given in the advertising columns of the Journal.

HOW TO DESTROY WEEVIL?

Grain Dealers Journal: Is hydrocyanic acid gas inflammable like the gas from carbon bisulfid used to destroy weevils in stored grain? We would like definite instructions for using hydrocyanic acid gas.—John A. Salzer Seed Co., La Crosse, Wis.

Ans.: The hydrocyanic acid gas is not inflammable. The method of use is described in the Journal of May 10 page 670. Hydrocyanic acid gas being a deadly poison it is generally applied by an expert chemist.

SHIPPER'S RIGHT TO LOAD LESS THAN MINIMUM.

Grain Dealers Journal: At this season of the year grain is moving very slowly and we have enough old wheat to fill a 50,000-lb. car sold. We have had an order in with the railroad company over three weeks for a 50,000-lb. car. The railroad company has sent us three cars of that capacity, but none of them were in condition to hold wheat.

If we should load a 60,000-lb. capacity car with this amount would we have to pay excess freight above the 51,000 lbs.? We ship over the C. C. C. & St. L., Peoria division, this car to go to mill at Springfield, O.—S. A. Muff, New Carlisle, O.

Grain Dealers Journal: Replying to inquiry we would state that according to the Official Classification, the minimum carload weight on wheat is 60,000 lbs. subject to Rule 1, which reads that where a car furnished has a marked capacity of less than 60,000 lbs. the marked capacity will govern as the minimum and shall be the billing weight unless there be actually loaded in the car a greater weight of wheat than the marked capacity calls for.

This rule seems to indicate a purpose on the part of a railroad company to utilize cars of less than 60,000 lbs. capacity. If they may do this to suit their convenience, it would seem to follow as an obligation to furnish a car of less than 60,000 lbs. capacity if the needs of a shipper require such a car. Of course a railroad company cannot be expected to furnish cars of particular capacity immediately upon requisition; they must have a reasonable time in which to comply. The question then hinges upon the definition of reasonable time.

It would seem that in Mr. Muff's case the railroad company furnished the shipper three cars that were satisfactory so far as weight was concerned, but no one of the three cars was in condition suit-

able to the purpose. I assume that the cars were furnished one after another on the one requisition. While the railroad company cannot be expected to furnish a car of a particular size immediately upon requisition; on the other hand it should not be incumbent upon the shipper to wait an unreasonable time, and my personal opinion would be that if a shipper asks for a 50,000 lb. car and if two days had elapsed and such car had not been furnished and there were a 60,000 lb. car immediately available, that it would be the duty of the railroad company to allow the 60,000 lb. car to be loaded and charged for on the basis of the 50,000 lb. car demanded and not furnished. In fact I am inclined to believe that the railroad company would not attempt to stand out against a proposition of that kind; that if the shipper were compelled by circumstances to load a 60,000 lb. car and though the agent should bill and charges were collected upon that basis, that upon a satisfactory showing of circumstances, and absolute evidence of the amount loaded, a refund would be made.

Of course it must be understood that this policy could not be carried to extremes; that is to say, a patron could be expected to ship, say 20,000 lbs. at the carload rate and base his proposition upon the policy above outlined, because such a situation would be unfair to the carrier. In other words I am inclined to believe that the amount offered for shipment must be an amount that would justify the furnishing of a car of a class that is in ordinary use.—O. P. Gothlin, chairman Public Service Commission of Ohio, Columbus, O.

CONFISCATION NOT THEFT.

Grain Dealers Journal: In the June 25 number of the Journal B. F. M. discusses the recent and much talked of decision of a Ft. Worth, Tex., judge who

exonerated a buyer who had converted a portion of a shipment to his own profit. I am of the same opinion as B. F. M. when he states that had the buyer taken the entire carload instead of the 5,000 lbs. of wheat the result would have been the same. His lawyers made the most of the state law in regard to the element of trust and claimed that upon the buyer's failure to furnish the seller with returns that were correct the seller should have instituted a civil suit and not criminal action because of this element of trust and because it could not be proven that the buyer had the intention of defrauding the seller at the time the property came into the buyer's hands. Perhaps a civil suit would have been more successful. At all events, the failure to secure a conviction is deplorable as the failure of the law in this case may encourage others to attempt similar confiscation.—M. F. W.

DEATH OF JAMES PETTIT.

James Pettit, who for the last 12 years has been president and manager of the Peavey Grain Co., Chicago, was drowned in Lake Michigan at Highland Park last Saturday morning. Only recently he had moved his family to the country for the summer, and in the hope of learning to swim without encountering the jeers of the scoffers, it was his practice to take a morning dip in Lake Michigan. When found, shortly after his disappearance from the hotel, the inflated wings with which he had been attempting to swim were disarranged, and his head was submerged in shallow water. The verdict of the coroner's jury was that death was due to accidental drowning. He is survived by a 3-yr.-old son and wife.

Mr. Pettit was born in Alliance, Ohio, 42 yrs. ago. After graduating from the Minneapolis public schools, he attended the University of Minnesota, and later attended Oberlin College, where he was given the degree of Bachelor of Philosophy. After leaving college, he obtained a position with the Minnesota & Dakota Elevator Co., Minneapolis. Later he entered the employ of F. H. Peavey & Co., and after several years was made manager of the Peavey Grain Co.

Mr. Pettit was highly regarded on the Board of Trade, where he had a host of friends. For three yrs. he served on the Board of Directors and for a similar period was chairman of the Board's Finance Committee. Mr. Pettit was a shrewd, quick speculator, whose place in any concern would be hard to fill, but especially so in the Peavey offices, as this company confines its dealings to the cash end of the business, except at Chicago, where the Peavey Grain Co. had built up a large option commission business, hence it is but natural that the company should have issued the following notice this day:

July 10, 1911. Owing to the death of our president, Mr. Pettit, we have concluded to retire from the commission business, confining ourselves entirely to our elevator business. You will kindly either transfer your open trades to other firms or we can close them for you if you prefer us to do so.

PEAVEY GRAIN COMPANY.

Newspaper stories about the company being heavily involved are based simply on the fact that the company is a large borrower, but the loans are secured by warehouse certificates, as is the case of every dealer in large quantities of grain. The stock of the Peavey Grain Co. is owned by F. H. Peavey & Co. of Minneapolis, so there is no occasion for any uneasiness about any paper which may have been issued.



Photo by Moffett, Chicago.

James Pettit, Deceased, Pres. Peavey Grain Co., Chicago.

Council of Grain Exchanges Meeting in Milwaukee

The midsummer meeting of the Council of Grain Exchanges was called to order at 11:10 a. m., June 28, at the Pfister Hotel, Milwaukee, Wis., by Pres. Hiram N. Sager, Chicago, who made an address, from which we take the following:

President's Address.

At the preceding meeting of this Council the executive committee was empowered to call this meeting some time during the month of June, in a city to be selected by said committee. Milwaukee, with her usual cordial hospitality, at once extended a very urgent invitation to the Council to hold its meeting in this city, and I am sure we are all grateful to and indebted to the committee for choosing this beautiful city by the lake as the place of this convention, and I wish to take advantage of this opportunity to express to our friends on the Milwaukee Chamber of Commerce our sincere appreciation for their cordial hospitality and for the interest they are taking in this Convention, and particularly to extend to ex-Pres. Furlong and Pres. Bishop of the Chamber of Commerce our expressions of appreciation for the lively interest they have taken in making this meeting a success, and for the efforts they and their associates on the Milwaukee Exchange are making for our entertainment late this afternoon and this evening.

The Council of North American Grain Exchanges is a natural growth of the spirit of co-operation that is taking such a large and increasingly important part in our industrial and commercial activities. The exchanges themselves are concrete expressions of this co-operative feeling. They were organized in response to a natural call for co-operative work among grain merchants in certain individual markets.

Since the last meeting of this Council some of the things recommended at that meeting have been accomplished. How much of it is traceable directly to the efforts of this Council is of course impossible to determine absolutely, but we have been working along the lines of activity as laid down in the last meeting, and certain concrete results have been accomplished. For instance: In the great terminal market of Chicago, in response I think wholly to the request of this Council, the so-called invisible or private elevator stocks, that heretofore were not reported in their visible supply reports, commencing the first of July will be included, giving to the trade of the country information that is valuable and that they are entitled to.

Corners.—At the last meeting of this Council considerable discussion was had on the subject of corners in grain, artificial or natural, and it was the general consensus of opinion that something should be done to, if possible, eliminate corners in grain, which I think we all agree are injurious to the best interests, not only of the grain trade, but of the country at large. As a result of certain developments in the grain trade and possibly also as a result of the expressed wish of the Exchanges through this Council, the most important Exchange in many respects in this country has within the past fortnight adopted an anti-corner rule that has only just gone into effect, but which it is believed by the members of that Exchange will have a very deterrent effect on such future operations.

Perhaps the most striking illustration of the disinterested character of the work of this Council may be shown thru the activities of the crop improvement committee, of which you will hear considerable during the later hours of this meeting. That committee is devoting itself—devoting the time of its members and the funds of this Council—in an unselfish, patriotic and a most useful effort to advance the prosperity of the farmer, and to lessen the burden of the consumer by encouraging the raising of larger crops of grain and a better quality of grain.

Higher Code of Ethics.—The time has come when the continued prosperity of the American people calls for a much higher code of commercial, legislative, and, I believe, judicial ethics than has prevailed heretofore. The country is rapidly being divided into two classes—those who place true patriotism above personal profit, and those on the other side who consider only individual success, regardless of how it af-

fects the common good or the general welfare.

Secretary Pickell of the Council read his semi-annual report, from which we take the following:

Secretary's Report.

Since the February meeting your Pres. and Sec'y have been devoting no inconsiderable portion of their time in an endeavor to secure a larger membership for the Council of North American Grain Exchanges. Frequent invitations have been extended to those Exchanges which are desirable prospective members of this Council to affiliate with us. The grain members of the exchanges outside of the Council have been provided with a copy of our constitution and by-laws and such literature relative to the Council as we have had at our disposal for distribution.

The Detroit Board of Trade may soon join the Council. Pres. Dumont said in his last communication, "After a few months are allowed us we shall be most pleased to consider a renewal of your kind invitation."

Pittsburg Grain & Flour Exchange: While we are in full accord with the movement for the betterment of the grain trade as undertaken by the Council, we cannot become a member of your Council.

The Cincinnati Chamber of Commerce directors voted favorably upon joining the Council if the grain trade would subscribe the amount of money necessary as dues. Mr. Richter recently reported, Our Chamber of Commerce ordinarily would take up this proposition, but the fire has handicapped us in various ways, and the financial end was no exception. We have a very valuable piece of property and enough money to carry the Ass'n for the balance of the year, but we are absolutely taking no new obligations of any kind. We expect to be shaped up on the new building proposition shortly, and then we will be able to interest the Ass'n in a matter of this kind.

Indianapolis Board of Trade.—S. P. Arnot and J. C. Murray of Chicago appeared before the grain committee of the Indianapolis Board of Trade in behalf of the Council. The Grain Committee at the time of their appearance before it was apparently favorable to joining the Council but the sec'y of the Indianapolis Board of Trade informs us, under date of June 17, that "No action has yet been taken by this Board toward becoming affiliated with the Council of North American Grain Exchanges."

Peoria Board Joins.—Peoria is now affiliated with this Council under the "class B" amendment, and the Board is represented at this meeting.

San Francisco Exchange Joins.—After considerable correspondence with the San Francisco Merchants Exchange, and the formation of a new commercial organization which embraces the Merchants Exchange of San Francisco and other commercial organizations of that city, its Board of Directors voted favorably upon joining the Council under "Class B" amendment and its dues are paid for one year.

We are, therefore, able to report that after an extended campaign to secure new members for the Council, the addition of the Peoria Board of Trade and the San Francisco Merchants Exchange this making a total of fifteen of the leading exchanges of the United States which are now members of the Council.

Credit Ass'n.—Since the February meeting the organization of a credit ass'n has involved considerable correspondence between your pres., sec'y and the executive committee. Two members of the executive committee favored the organization of such an ass'n. Two opposed its organization and two are indifferent. The two favoring the ass'n are Frank I. King of Toledo, who urges the necessity of such an ass'n, because "The Council must do something to give the Boards of Trade direct benefit." Mr. King also believes that the ass'n should not be distinct from the Council. Mr. Messmore, of St. Louis, believes in the organization of a credit ass'n as a department of the Council.

E. Pfarrus of New York personally favors "Any new scheme that will help" and finds New York sentiment about evenly

divided upon the value of such an organization. He believes that if such an association is organized about twenty New York firms might join, but that it "Does not seem practicable without an actual test."

J. R. Marfield of Minneapolis says that if a credit ass'n is organized it should be distinct from the Council and suggests that he looks upon the Council "As a parent body of the grain exchanges which can be used to bring about good movements and not one that should do any particular work except in an advisory capacity."

George H. Davis of Kansas City suggests that it is doubtful whether the Council should take it up and if so it should be handled as a separate institution.

E. J. Furlong of Milwaukee reports that he found no sentiment in its favor but if organized it should be separate and distinct from the Council. Thus with two members of the executive committee in favor of forming a credit ass'n as a department of the Council; with two indifferent reporting that they found no particular sentiment in its favor, but if organized it should be separate from the Council and supported by the individual members of the trade; and with two virtually opposed to it, but if organized it should be separate and distinct from the Council, the conclusion was reached that the consideration of organization should be deferred until this meeting.

Adoption of Uniform Grades by Exchanges.—Advice from the sec'y of the Grain Dealers National Ass'n was to the effect that the New York Produce Exchange and the Philadelphia Commercial Exchange, members of the Council, were the only two members which had not adopted or endorsed in whole or in part the grading rules of the National Ass'n. The Philadelphia Commercial Exchange reported that "Its grain committee reiterates its former expression in the same connection, of its willingness to favorably consider the subject when the other seaboard markets that are competitive with it shall take favorable action upon the grades." The sec'y of the New York Produce Exchange reported that the resolution had been received. "Read and referred to the committee on grain of which Ely Bernays is chairman." Communications addressed to Mr. Bernays have elicited no answer on the subject.

Private Inspection in Illinois.—By resolution the Council at its last meeting requested the Illinois R. R. & W. Commission to enforce the statute of the state in all places where grain be sold and inspected to do away with private inspection. A copy of this resolution was duly forwarded to the Governor and Railroad & Warehouse Commission and to which the latter replied as follows: "In view of the law as it is in Illinois I fear your committee preparing these resolutions as well as your Ass'n has overlooked some phases of this law. If it is the law in this state that the Railroad Commission has power and authority to put deputy inspectors in charge of all inspection in every city in this state we would be glad to have the attorneys of your ass'n, or some member of it, point out to us where they find that law. We very much desire that authority and you can materially help us by getting busy with the legislature and getting it to amend the present law."

Crop Improvement.—Your pres. and sec'y have not been directly participating in the splendid efforts this Ass'n is making for Crop Improvement in this country because this matter was placed in the hands of an efficient committee with James C. Murray of Chicago as chairman and Bert Ball, sec'y, each of whom will submit reports to this meeting. However, a recommendation was made and adopted at the last meeting of the Council that an appropriation of \$5000 be made by the Council to carry on the work of the crop improvement committee. The work of raising this fund devolved upon your pres., who addressed a letter to each of the thirteen grain exchanges which were members of the Council (except Wichita, which has just joined the Council), setting forth the scope of the crop improvement work of the Council and asking for a specific appropriation to carry on this work. Your pres. asked for a total appropriation of \$6700.00 and received in response to his request contributions and pledges aggregating \$5350.00, all of which has been collected and placed to the credit of the Crop Improvement Committee of this Council. Additional funds have been secured by the sec'y, Ball, of the crop improvement committee as follows: Milwaukee Brewers, \$325; Perth Amboy Chemical Works, \$100; Anheuser-Busch Brewing Co., \$250; Millers National Federation, \$50; International Harvester Co., \$155, making a

total of \$880 collected from sources outside of the grain exchanges.

Traveling Men.—A resolution was passed at the last meeting of the Council wherein the Secretary was directed to ask each Exchange to formulate some plan covering the employment of traveling men. Replies were received as follows:

Duluth: The matter of regulating traveling men, has been brot before our directors by the Grain Commission Merchants Ass'n. A similar association at Minneapolis has brot the matter before the Chamber of Commerce there and it is the opinion of all concerned that the action taken in these two markets should be identical because the territory covered by them is practically the same.

Minneapolis: The method of handling traveling solicitors for grain firms of this Ass'n has not yet been fully decided but very nearly so.

Toledo: As to the regulation of traveling men, nothing has been done as our firms did not seem to be aimed at.

St. Louis: The Rules Committee reported in reference to formulating a plan for traveling men; that while this was a movement in the right direction the committee seriously doubted that the scheme would be practical in this market or meet the approval of a majority of our members engaged in the commission business, as those consulted looked upon the plan with disfavor.

Chicago: Upon report of the Rules Committee, it was voted that inasmuch as "traveling men" connected with the Chicago Board of Trade are under the supervision of the membership committee of the Board and are governed by regulations regarding solicitors, it is unadvisable to make any change in such regulations at the present time.

Baltimore: The grain trade of this City does not employ regular traveling men, as is customary in some other markets, this service being performed by members of the firms or their representatives, who in every instance are members of this Chamber and subject to its rules, regulations and By-laws. These rules, regulations and By-laws provide penalties for uncommercial conduct or other business impropriety, upon complaint, either of members or non-members of this Chamber. Those who make business trips are subject to and controlled by a code that cannot be improved upon.

Omaha: Our Board decided to hold the matter of traveling men in abeyance until the Council has decided on some definite rule, after which we will doubtless comply.

Milwaukee: The matter concerning traveling men was discussed to some extent at a meeting of the Board of Directors, but there did not appear to be any desire on the part of the Directors to recommend any regulations governing the employment of traveling men, and no action whatever was taken.

Kansas City: The committee to which was referred the traveling men matter reported to the Directors, and by vote, the same was laid on the table.

Minneapolis: contemplates adopting the resolution governing traveling solicitors. None of the other markets have taken any regular action in reference to the regulation of traveling men.

Rules on Time of Shipment.—A resolution was offered and adopted at your last meeting instructing the sec'y of the Ass'n to write the different Exchanges, calling their attention to the difference in their rules regarding shipping time and the rules of the Grain Dealers National Ass'n and ask them to amend their rules to comply with those of the National Ass'n. The Exchanges reported as follows:

Minneapolis: This Ass'n may be interested in taking the question of shipping time up later when we get to a more general revision of our rules. Do not think any change could be made just now.

Chicago: It was voted that the request of the Council be not granted, as it would not be advisable to make any change in the rules of the board in this regard, these rules being outgrowth of many years' experience, and being very explicit and definite in their character and entirely satisfactory to the trade.

Baltimore: The rule regarding Shipping Time was amended to read as follows: "In making contracts for shipments or delivery of grain and other merchandise a specific time must be stated. Any given number days shall mean calendar days, excluding the day upon which the grain or other merchandise is sold or contracted for."

Toledo: The trade rules of the Grain Dealers National Ass'n relative to business and calendar days were favorably recommended to the Board of Directors, with the proviso that the majority of the bodies holding membership in the Council of

North American Grain Exchanges adopt same. The directors endorsed the above.

St. Louis: In making contracts, a specific time in which shipment or delivery is to be made shall be mentioned. Any given number of days shall mean calendar days, excluding date of sale, in which to load and ship grain to apply on a sale for shipment, or to deliver at the agreed destination grain sold for delivery. Where no specification as to time of shipment is named in the contract ten days shipment shall apply.

Omaha: The shipping rules will be changed to conform with the National Ass'n rules.

Kansas City: Our Directors have recommended an amendment to our rules which conforms to the Grain Dealers National Ass'n rules, pertaining to Shipping Time. In other words, calendar days, in place of Sundays and holidays excluded.

Wichita: Our Exchange passed a rule, effective June 1, which will have the effect of putting us on the same basis as the rules of the Grain Dealers National Ass'n relative to shipping time and that adopted at Kansas City, Omaha and elsewhere. We did not follow the wording of your rule, but amended our Constitution by eliminating the words, "Sundays and legal holidays." This, we believe, has the desired effect.

Milwaukee: After some discussion of the subject, it was apparent that there was little or no sentiment favoring a change from the present rule, and I was so directed to notify you.

Duluth: The only rule we have at the present time governing time of shipment of grain is one calling for prompt shipment as meaning ten days after date of sale, and another defining grain sold for shipment "on the opening of navigation" as giving the seller ten days from the opening date. These rules mean ten calendar days. It does not seem to us, therefore, that there is any action for us to take.

Thus the shipping time resolution asking that calendar days be substituted for business days has been favorably acted upon by Baltimore, Omaha, Kansas City and Wichita with Toledo favorable to action, providing a majority of the Exchanges holding membership in the Council adopt the recommendation. The Duluth rules already conform to the National Ass'n rules. The question is still pending in Minneapolis and St. Louis. Chicago and Milwaukee voted unfavorably upon the resolution and no answer has been received from Buffalo, Philadelphia or New York.

Publicity.—An intelligent publicity campaign cannot be made effective direct to the producers until we have brought the agricultural editors into a clearer understanding of the functions of the grain exchanges. This has been the most important task of your Secretary since his incumbency and this has been our aim in co-operation with your publicity committee. We have answered every communication which we have received from the Agricultural Editors personally and have pointed out to them misconceptions and misunderstandings of the vital principles involved in the marketing of grain. Also considerable literature has been sent to them.

The sec'y's report was adopted.

Treas. W. M. Richardson submitted the following statement of receipts and expenses since the February meeting, which was adopted:

COUNCIL FUNDS.

Amount received General Fund....	\$3,750.78
Amount expended General Fund....	1,242.03
Balance on Hand General Fund....	\$2,508.75
Amount received Crop Improvement	\$6,230.00
Amount expended Crop Improvement	4,243.96
Balance on hand Crop Improvement	\$1,986.04
Total balance on hand.....	\$4,494.79

Pres. Sager: The next order of business is the recommendation of the committee on amendments to constitution. To facilitate the amendment the committee made its report to the executive committee. The elimination of the words "North American" from the name of the council is recommended.

E. E. Delp: I move that the report of the committee be taken up by paragraphs.

A. G. Tyng: We have nothing to gain by the change in name and something to lose.

Bert Ball: We don't have to use the

whole name, but it has been of some use to the Crop Improvement Committee.

Geo. H. Davis: It seems to me a good thing to make it "Council of Grain Exchanges." Change adopted.

The other amendments proposed by the committee were read by Chairman C. F. Macdonald and adopted, after considerable discussion of the date for the June meetings, which was changed to third Monday in June, as follows:

AMENDMENTS TO THE CONSTITUTION AND BY-LAWS.

Amend the preamble of the Constitution and By-Laws on page three to read as follows:

The grain exchanges of North America, in order to secure uniformity of method, unity of action and intelligent co-operation of membership and general public, to harmonize intertrade relations everywhere and generally to promote the welfare of the trade in agricultural products and all those engaged and interested, producer, merchant and consumer; do by ratification, confirm and establish this Constitution of the Council of Grain Exchanges.

The name of the organization shall be the Council of Grain Exchanges.

Amend the second paragraph under the heading "Membership" on page four by adding to the second paragraph as follows:

Except that Exchanges becoming members of the Council under Class B arrangement shall be entitled to send one delegate to the Council.

Amend the first paragraph under the heading "Committees" on page five of the printed Constitution and By-Laws to read as follows:

There shall be an executive committee which shall consist of the pres. and six other members who shall be elected from the delegates by a majority vote of the Council. The three vice-pres. of the Council shall be ex-officio members of the executive committee. This committee shall manage and conduct the business of the Council in accordance with the constitution. Five members of such committee shall constitute a quorum. The pres. may, when necessary, take the vote of the executive committee by mail.

Amend the third paragraph on page five of the printed Constitution and By-Laws to read as follows:

All elective committees shall be filled at the regular January meeting of the Council.

Amend the fifth paragraph on page five of the printed Constitution and By-Laws, to read as follows:

The officers shall consist of a pres., three vice-pres., a sec'y, a treas. and an asst. treas. All officers except the sec'y and asst. treas. shall be elected by a majority vote of the Council at its regular January meeting and shall hold office for one year and until their successors are elected and qualified.

Amend the first paragraph under the heading "Meetings" on page seven of the printed Constitution and By-Laws, to read as follows:

Regular meetings of the Council shall be held twice each year, on the third Thursday in January in Chicago and on the third Monday in June, at a place to be selected by the Council at its January meeting. Meetings shall be convened at 10:30 o'clock in the morning and may be adjourned from day to day.

Amend the first paragraph under the heading "Dues" and "Fees" on page seven, this being the paragraph as amended at the February (1911) meeting to read as follows:

All Exchanges entering the Council shall pay an initiation fee of \$100.00 as a condition of membership. They shall pay in addition the sum of \$200.00 annually as dues, payable at the regular January meeting. Except there is hereby created Class B of members of the Council of Grain Exchanges who may become members of said Council without payment of initiation fee and by the payment of dues of \$100.00 per annum, payable at the regular January meeting, and said Exchange shall be entitled to one voting delegate to the Council.

Pres. Sager: The next order of business is the report of the committee on statistics. Frank I. King, chairman.

Mr. King's report was read by the sec'y and placed on file. It follows:

Report of Committee on Statistics.

Your committee on statistics has a batting average of over five hundred. It has made several base hits and no fouls. The members have done good team work. They have not attempted any home runs or to revolutionize the grain trade. They have

secured action without the aid of an umpire or a brass band.

Weekly visible supply report next month will include Omaha and the private elevator stocks at Chicago and other markets. That was the most important suggestion made to our committee at the last meeting. Chicago Board of Trade kindly consented without much coaxing. It appointed a special committee with Frank M. Bunch as chairman to arrange the details. The grain world has had ample notice of the proposed change.

Another suggestion was that the record of grain movement at the different markets should be made uniform. This has been discussed by mail, but has not materialized into action. Most markets merely deduct the withdrawals by mills weekly from the stocks, but a few include them daily in their shipments. Are weekly newspapers as desirable as the daily?

Minneapolis, the largest milling center in the world, merely deducts weekly from the stocks. Duluth includes the amount in its daily shipments. Chicago, Milwaukee, Buffalo and Toledo are old-fashioned and merely deduct weekly. Kansas City thinks withdrawals should not be included in daily shipments because they would be duplicated in the flour shipments. Baltimore and Milwaukee say the amount should be put in daily shipments. Most markets include the thru movement in their receipts and shipments. What does this Council think? Your committee awaits your decision and active co-operation.

Another important problem demanding prompt action is a case for experts. Your committee has not attempted to solve it. This Council should arrange for a proper solution. The grain trade, farmers, millers and business world want the national and state crop reports made as reliable as possible. The different bureaus show a progressive disposition. They lack a uniform method in collecting, compiling and estimating the crop prospects and results. Should prospect be compared with a full crop, last year, a five-year average and with the same month or the final results? Experts appear to disagree. Get them together. Arrange for a meeting. Get Secretary Wilson, Chief Olmstead and Acting Chief Murray for the crop bureau of the Government; Secretary Coburn of Kansas, Wilson of Missouri or other state secretaries; B. Frank Howard, the best private statistician; B. W. Snow and Col. Rogers of Minneapolis, two excellent ones, to attend. Let them solve it. This Council can privately arrange for the expense. Get action.

Department of Agriculture has kindly listened to a suggestion of some of your committee. It will issue the July report fifteen minutes earlier. This appears like a trifle, but it will help Toledo and some other markets to get it in the early mails and in more of the early editions of afternoon papers. Would it not please the greatest number if the Government could arrange to issue it at noon, Chicago time? All afternoon newspapers would then get it; the boards would digest it before the close, when their members send out over a million overnight bids and offers, and home markets would have it before the foreign. Has the Council any suggestion to make?

Pres. Sager: The next order of business is the report of the committee on Bs/L. W. M. Hopkins, in the absence of Chas. England, chairman, and who served on the committee, will present the report:

Report of B/L Committee.

For more than ten years past the B/L matter has been discussed to such an extent by commercial, financial and other organizations, that there are but few now engaged in business not familiar with the subject, or who do not appreciate the importance of a proper B/L and code. During that period of discussion advancement has been made towards obtaining a B/L that is equitable and suited to business requirements. The agitation has educated all handlers of those documents to scrutinize them carefully, and there has been less laxity in their acceptance and use. Because of the general information concerning Bs/L it is unnecessary to repeat their historical features, or to attempt further education of the public in regard to them, and instead of following the old practice of reciting the disadvantages of an improper B/L and passing resolutions favoring an improved form, positive action should be taken to secure by Congressional enactment a safe document, fair alike to the owner of the property and the carrier. With this in view there should be properly prepared desirable amendments to the measure now before Congress, and their adoption strongly urged. Failing in this, then

an effort should be made to pass the Stevens Bill, H. R. 4726, as introduced, which at least makes the carrier responsible for the bill of lading, whether issued fraudulently or as a matter of accommodation, without receiving the goods, also insures its integrity when in the possession of a bona fide holder.

The so-called Uniform B/L is not, in fact, a uniform document in the general sense, as it applies only to official classification territory, being that section east of the Mississippi and north of the Ohio and Potomac Rivers, altho the Interstate Commerce Commission in its recommendation for its adoption stated that it was expected that railroad companies outside of official classification territory would adopt and use the B/L.

A Bill, H. R. 4726, introduced by Mr. Stevens, is now pending in Congress, relating to Bs/L. This bill is similar to H. R. 25335, which passed the House of Representatives of the last Congress, and was left in Senate Committee at the close of the sixty-first Congress. These measures differ from Bill H. R. 17267, originally introduced in the House of Representatives by Mr. Stevens. The material difference is in Section 3, Bill H. R. 17267, which provided that for the violation of requirements of Sections 1 and 2 there should be a fine or imprisonment. Bill H. R. 4726 provides that a carrier failing to comply with the requirements shall be liable to a person injured. The first contemplates criminal proceedings, the second civil. As a criminal statute, the Act would require strict construction, as a civil statute it would require a liberal construction. Section 7 of Bill H. R. 17267 provided for the surrender of the property covered by a B/L upon giving bond. As this has been the usual custom, there is no reason why the statute should not provide for emergencies and contingencies which are certain to occur.

Shipper's Load and Count.—The present Bill H. R. 4726 contains a provision concerning shipper's load and count, whereby the carrier shall not be liable for the non-receipt, or for the misdescription of the goods described in the bill. It would be more reasonable to have this provision read that "The carrier shall not be liable for goods not received by it, or by the misdescription thereof, as set forth in the bill." This would hold the carrier for such goods as it receives, and of the description, if proper; but not hold it under shipper's load and count, for goods which it did not actually receive, or a class of goods wrongfully described in the B/L. While it is admitted the carriers should not in every case be made responsible for shipper's load and count, nevertheless they should not, by legislative enactment, be relieved of every and all responsibility in connection with it.

The B/L states that the merchandise is "Received subject to the classifications and tariffs in effect on the date of issue." Amendment should be proposed to the Stevens Bill, whereby no classification rule should at any time modify or annul the conditions of the B/L, or otherwise affect it. There should also be provision in the act whereby carriers should not be exempted from liability for losses by fire after 48 hours' notice of arrival, or for loss or damage occurring while the property is stopped or held in transit upon the request of the shipper or owner. The condition in the B/L that claim for loss should be based upon invoice price at point of shipment, is unfair and unreasonable, as the real value of the property is the cost of replacing it.

The Interstate Commerce Commission in its report on the uniform B/L simply recommended its adoption, stating that it did not undertake to prescribe the B/L or order its adoption, because it was convinced that such an order would exceed its authority; but notwithstanding the Interstate Commerce Act has since been amended and altho it is claimed that under this recent amendment the Commission has power to formulate and enforce a B/L, nevertheless, there are certain regulations which no authority outside of Congress can enforce. Congress should legislate fully, and enact a code, unless by passing an act dealing in part with this matter, it might thereby nullify all the law, statutory and judicial, existing in the various states upon this subject.

If it should appear that an attempt to amend the Stevens Bill is likely to hamper or endanger its passage, it would be wiser to facilitate its enactment in present shape, rather than delay needed legislation, and after its enactment a complete national code on Bs/L can be formulated, and its passage by Congress urged.

In any event, there is little to be accomplished by simple resolutions or protests concerning the B/L matter; more practical

methods are demanded. To the foregoing Mr. Hopkins added the following:

We should authorize a committee to follow up the Stevens Bill, securing amendments if possible, but failing to get amendments, to get the bill thru because it is a step in the right direction. It might be advisable to enlist the co-operation of other ass'ns to pass the Stevens Bill.

The next step will be to take up with the Interstate Commerce Commission a modification of the B/L promulgated by the Commission and used by the lines north and west of the Ohio River.

The report was adopted.

W. J. McCabe: In a test case in one of our district courts a grain commission firm succeeded in holding the railroad responsible for the amount of grain stated on the B/L. The firm paid draft for 60,000 bus., tho the car contained only one-third that amount.

W. M. Hopkins: As a safeguard I have in mind a requirement that every B/L have an official stamp besides the agent's signature. Now we have no way of knowing when a B/L is genuine.

Walter Kirwan: We should go on record in favor of these changes in the B/L.

C. F. Macdonald: If the committee found it necessary, it could go to the executive committee and get counsel.

Walter Kirwan: I believe when the committee goes to Washington it will find it necessary to employ counsel who are familiar with the matter.

S. P. Arnot read a few lines from B. F. Howard: "Outside of Kansas the state boards of agriculture are composed of peanut politicians, who are not qualified to hold statistical information for the benefit of the people."

L. W. Forbell presented the following report of the Committee on Circular of Instructions Re Bills of Lading:

Instruction Re Bs/L.

The issuing of a circular of instructions to grain dealers, railroads and bankers in an effort to secure Bs/L that shall be free from the objectionable features that now characterize so many of them, that they are properly termed irregular, is a matter to which your Committee has given thoughtful consideration.

While the need of such instructions is undoubtedly pressing it has been deemed inadvisable that they be issued at this time, for the reason that two lawsuits for the recovery of large sums of money from a railroad are now pending in the New York State Supreme Court and involve the integrity of certain grain Bs/L and the liability of the carrier under them. The issue is one of such great importance that it is being closely watched by all banking interests and the grain trade at large. [The verdict in this case is given in this number.—Ed.]

Upon the outcome of these suits will depend the future course of the banks in reference to the use of Bs/L as collateral by them. When these cases are out of the way and the law relating to the points at issue has been clearly propounded, your Committee feels that it can then act in this matter in a manner that will leave no uncertainty in the minds of any as to what constitutes a legal and negotiable B/L that can be accepted from the railroad issuing it to the shipper and advanced against by the merchant, secure in the knowledge that at terminal markets it will be good collateral with banks and the delivery of the property upon presentation to the railroads be unquestioned.

We therefore request that this Committee be continued until an opportunity for definite action has been afforded.

More time was granted the committee.

H. L. Goemann read the report of the committee on intermarket agreement, as follows:

Report of Committee on Inter-Market Agreement.

We recommend that the rules of each market be made uniform and to conform to each other as closely as possible, and that a committee from each market be appointed by the various exchanges to formulate such uniform rules, using as a basis

the rules now in effect in the Chicago market, same to be referred back to the various exchanges for adoption.

We also recommend that each market pass a rule making it compulsory for its members to insert in all contracts a margin clause covering cash grain transactions for future shipment, which will permit the calling of margins if so desired by either party to the contract, same to be compulsory only as to being inserted in the contract. The purpose of this being to accord the contractors of grain for future shipment the same privileges as to the calling of margins that are accorded to contractors of grain for future delivery in the future markets; the exercise of said privilege being entirely optional in either case.

We also recommend that the shipping time at all markets, whether the grain has been sold for shipment within a specified number of days, or for immediate, quick or prompt shipment, be uniform, and that same be made to read "calendar days" instead of "business days;" and if it is not found advisable to use calendar days as a basis for time of shipment, that this Council then take up with the Grain Dealers National Ass'n and such other grain exchanges whose rules are based upon calendar days, and have them amend their rules to "business days" so as to agree with the rules of the majority of the exchanges and thus avoid the friction which is bound to arise owing to difference in shipping time.

In case calendar days are not acceptable, and "business days" are recommended, we suggest that the rules of the markets read as follows:

"Excluding date of sale the time of shipment on property sold for shipment shall be reckoned from the date of receiving full shipping directions, and shall not include Sundays or national legal holidays at point of shipment, and shall mean business days."

We also recommend that all contracts contain a clause that both parties to the contract be compelled to arbitrate differences in the market on the basis of which the trade was consummated.

We also recommend that uniform rules be adopted as to the method and manner of adjusting defaulted or delayed shipments, or over or under-shipments of grain on contracts made for shipment.

W. M. Richardson: Certain features will not be acceptable or agreeable to our Philadelphia members.

A. G. Tyng: A very competent committee was appointed by the Grain Dealers National Ass'n and it reported the only fair way was to base contracts on calendar days. I move the report be amended to make calendar days the basis.

Ferd Meyer: It has been my experience in the export business to sell for 10, 14 and 21 days shipment, all based on calendar days.

J. F. Courcier: Many of the minor markets not mentioned in Mr. Goemann's report have adopted the Grain Dealers National Ass'n rules.

A. G. Tyng: I move that such part of this report as may be necessary be amended to provide for calendar days. Accepted by Mr. Goemann.

J. C. F. Merrill: The rule of the Chicago Board of Trade is the old rule; and it can only be modified by a vote of the 1,600 members. Even Mr. Stream, who acted with the committee; found it impossible to get action.

W. M. Richardson: It is not possible at this stage of the proceedings to write a uniform sales contract.

H. L. Goemann: That is just what we want, and need to avoid these controversies.

J. C. F. Merrill read the section of the constitution of the Council providing for arbitration and said it hardly seemed necessary to provide a second means of arbitration.

S. P. Arnot: Under the constitution if either party declines to make application for arbitration the attempt to arbitrate will fail.

E. R. Carhart offered an amendment referring the whole subject to a new committee to be appointed, which was carried.

Adjourned to 2:30 p. m.

WEDNESDAY AFTERNOON SESSION.

John L. Messmore read the following paper by Bert H. Lang on

Elimination of "Split" Trading.

In presenting the subject of the elimination of split trading, I shall go very little further than to call attention to the reduced volume of speculation enjoyed by the grain exchanges of the country, compared with that same volume of years gone by, and to suggest this as one remedy for the growing disinclination on the part of the speculative public to trade in grain.

In the first place, all will doubtless agree that there is probably more general speculation in the country to-day than ever before. Do the grain exchanges get their share? In short crop years, yes; but under normal conditions the grain markets do not offer attractions of stocks and cotton because of narrow fluctuations.

Speculators Want Action.—In a nutshell, the man who speculates wants action. He isn't interested in a wheat market that swings within a cent or two in a month, but if you can give him a market that will run a cent or two every day, he will come back again, and he will not raise a voice of protest against a little advance in commission rates either.

Twenty years ago, when the market was one of violent fluctuations and quick changes, the non-members of our exchanges paid $\frac{1}{4}$ ¢, and in some instances more, with less complaint than they now pay $\frac{1}{2}$ ¢, simply because they were trading in markets of opportunity.

My contention is that "split trading" is, in a very great measure, responsible for this narrowing down of daily ranges. A conscientious broker who receives an order to buy 50,000 wheat in a quiet market now, will do his best to get it at the bid quotation, with the almost positive feeling that he can execute it one-sixteenth higher, but with never a fear of having to pay

more than $\frac{1}{4}$ over the bid figure. He takes his time, and finally pays one-sixteenth more. Both he and his customer are happy. What would he do with split trades barred? He would immediately buy it at $\frac{1}{4}$ ¢ advance, because he would see the danger of delay, and in the language of the pit "would go to it." The next fellow would do the same, and, while it is only an individual opinion, I believe that it would result in a broadening of fluctuations at least one hundred per cent, and, if this should be the case, there is no forecasting the increased volume of trade, for, as above, if we can give the outside public "action," it will trade in grain even more readily than in stocks.

Is it not a plan that could be put in operation by mutual agreement of all exchanges, and given a fair trial? If found unsatisfactory, it could be abandoned, but, as a commission man and a trader, I believe that if grain is ever to regain her position in the speculative world, she must first eliminate split trading, and thereby secure a daily market of range and breadth.

J. C. F. Merrill: From the standpoint of the exchange it is desirable that the market cover a wider range. From the producer's point of view a steadier market is desirable. Then we have the established custom to consider. In buying round quantities a smaller fluctuation than $\frac{1}{8}$ is required. In cotton it has been carried to 1/64.

W. J. McCabe: It is a serious matter for the exchange to encourage outright speculation.

J. C. F. Merrill, chairman of the committee on publicity, made a report; from which we take the following:

Report of Committee on Publicity.

The appointment of the Committee on Publicity without providing it with means wherewith to make our work better understood to the public is much I fancy like sending a man to war without a weapon, and so the Committee has been badly handicapped all the year, and of necessity its work has been incidental to that of other features of the work of our sec'y, and has been coupled with it, entirely so of necessity, not having any means, as I have already said, to carry it on. Nevertheless, a good deal has been done, and it has been done with some method.

I perhaps ought to apologize to the gentlemen on the Committee with me, Messrs. Moffitt and Kennedy, for not having called them together, but I have not thought that they wanted to pay their own car fare to Chicago.

The need of publicity is a very great need. The degree and volume of ignorance on the part of the public relating to the functions of the grain exchanges of the country is appalling. It is almost disheartening. It not only is ignorance, but it is perverted understanding. They choose to accept an understanding in very many instances that even a little common sense would dictate is unfair and could not be long supported. The public, the producers, the editors of our agricultural papers, and those who represent the side of the producer, fail to understand a few very simple truths. Apparently they do not understand that the production of any agri-



Delegates to Meeting of Council of Grain Exchanges at Milwaukee and Members of Milwaukee Chamber of Commerce at Whitefish Bay, June 28, 1911.

cultural product imposes ownership by somebody of that product. Failing to understand that, they likewise fail to understand that the ownership of an agricultural product imposes the risk of ownership, and that that risk is only another word for the speculation involved in the ownership; and they fail likewise to understand that the fluctuation that imposes that risk is due to the vicissitudes of the season.

Fluctuations are not the work of man; and therefore inasmuch as the food necessities of our 90,000,000 of people—the agricultural products—are fluctuating necessities, somebody must be the speculator. If the sunshine and the rain produces plenty we have low prices, because plenty spells low prices. If we have a drought and the early frosts of autumn, and scarcity, we have high prices because scarcity spells high prices. We realize that it is the season, and then we realize that if there be an overruling Providence, a Being who rules the universe and that He controls the seasons, then we shall come to realize that the Creator of all things has imposed upon man speculation, and that it is idle for the farmer or for the agricultural paper or any one to seek to eliminate it.

They fail also to understand that grain exchanges are but great market places, created for the purpose of making a place where buyers and sellers may meet, and for that only, and that the buyers and sellers meeting there, trading there, create the fluctuations, so that the need of publicity to acquaint the people with some of these truths, with the fact that the exchanges perform a great service, is a great need, and when you think of the number of people that this information must be conveyed to, you will realize the size of the task. It is a great task, and it is a most important task that confronts us because speculation prevents violent fluctuations.

Eliminate speculation, and you would compel some one then to hold a great volume of commodity at a risk. He could not sell it in a day. You would provide the means of making great fortunes easily, of creating great catastrophes with equal ease, and the best authorities of this country and of the world uphold speculation. I commend to any man the chapter by Pres. Hadley of Yale University on speculation if you wish to know what he believes the value of it to be when rightly carried on. The abuse of it we all admit. The abuse of all good things we will likewise all admit. We may correct them in part. We cannot eliminate them in their entirety until the millennium shall have come. None of us will be here then. So again, the great work of publicity is more vital not only to this Council but to the grain exchanges and to the grain trade at large, and that is a large term. It describes a very large proposition—the grain trade at large—the trade which handles the food necessities of our 90,000,000 of people as well as the food necessities of portions of other countries, and anything that maintains a uniform and steady condition of things certainly is desirable.

To learn a little of what the grain producing public thinks of us as expressed thru the medium of the agricultural press our secretary addressed a large number of inquiries to the editors, and the replies are mostly of an antagonistic nature, only a few of them being favorable. We have one from California: "It is my opinion that no gambling scheme in all the world is so colossal as the Chicago Board of Trade." (Reads others from different states.)

I think there should be an appropriation of at least a very modest sum—not less than \$500, however—to aid in carrying this work forward. The work of going out to make addresses to farmers has been done in quite a number of instances, and I am glad to say that the farmers are appreciative of it, and almost—in fact, without exception, expressed themselves as having received information, of getting a new light on the subject, and of feeling more than ever before the need of the Exchanges.

We serve all the people in handling, in caring for the food necessities, and when you think of farm products think of them all in finality as being produced for man, man alone. No matter that the hog eats the corn, you eat the hog; no matter that you feed the oats to the horse, you use the horse. It is all for the human race, and we are doing something more in the last analysis than merely making money. We are rendering a service to others.

Geo. H. Davis: Will the funds of the Ass'n permit of this appropriation?

Pres. Sager: The crop improvement fund will be expended by the Crop Improvement Committee, but we are not

using 1/12 each month of our annual income.

Mr. Davis: I move the appropriation of \$500.

S. P. Arnot: I move the officers of the Ass'n carry on the work and use such funds as they have at hand. I move we limit the amount to \$500.

Geo. H. Davis: If you don't educate the public they are going to educate you by legislating you out of business. It is important that we appropriate this \$500. If not enough, give them \$5,000.

Mr. Davis' motion adopted.

W. P. Bishop, pres. of the Milwaukee Chamber of Commerce, read a paper on "Relation of the Press to the Modern Grain Exchange," from which we take the following:

Relation of Press to Modern Grain Exchange.

"And Joseph gathered corn as the sand of the sea."

"And all countries came into Egypt to Joseph for to buy corn."

My text is one on which many sermons have been based and it refers to a historical act that has often been spoken of by grain men and written about by others when discussing the grain business as the first and most successful "corner" of food products of which we have any record. In order to get the subject to be discussed fairly before us, I propose to take issue with those who apply the term used to the operation of Joseph on the grounds,

First, that it is misrepresentation, for it was not a "corner," but legitimate conservation, and second, that the modern grain exchange is founded upon the principle established by Joseph's foresight way back in the beginning of history. The grain exchange or board of trade or chamber of commerce is a development of the necessity of commerce for exchange and barter. In the English law exchange is defined as "the mutual grant of equal interests, the one in consideration of the other." In rude times the people of neighboring localities brought their staple or surplus products to common points where one kind of goods was valued and bartered for another. As commerce grew and the needs of communities and countries increased greater facilities for exchange of commodities were required, until the modern exchange has become the great factor in the accumulation and distribution of the crops of the world. It provides the capital and machinery for moving the grain and storing the surplus in times of plenty until it is needed. It provides a market at all times and equalizes the distribution, thus avoiding either extreme over-supply or famine, and consequent violent fluctuations in prices. It provides rapid and accurate interchange of values between remote districts and all countries on the globe, and the banker as well as the farmer and the merchant in all lines of trade rely upon its quotations as a basis for loans or transactions connected with the grain business. Its pieces of paper issued as evidence of grain stored in warehouses that are governed by and operated under its rules pass current at the market value established by transactions by its members.

Now what more is this than what Joseph did excepting in the matter of degree or quantity. He accumulated the grain in time of plenty against the time of scarcity for the good of everybody and by so doing furnished a market on which all could sell or buy, but the modern man comes to the front and says he was in modern parlance "running a corner." I am sorry to say that the facilities afforded by the modern grain exchange for buying and selling grain for immediate and future delivery is conducive to efforts by ambitious men to control prices, and many modern Josephs—speaking in a grain sense—have tried to do so with varying success and failure, but this is not the fault of the system. All grain exchanges frown upon operations of that nature and have rules which are supposed to control them, but are not as effective as they might be if they were intended to govern the man who sells what he does not own, or has no means of knowing when he sells, at what price he can fill his sale, as they are to prevent the man from buying what he thinks the seller cannot deliver. "The mutual grant of equal interest" would make one as liable to discipline as the other. Without the short seller it would be impossible to successfully manipulate prices. He is generally the most anxious buyer at the crucial moment.

I presume there were those in Joseph's time who thought it was a snap to sell him a crop ahead and suffered accordingly, for the record goes on to say that many were compelled to finally give up their cattle and lands to meet their needs. Joseph was out for a profit and used the means at hand to the fullest extent to secure it.

The general public has a misconception in regard to the function of the exchange and the character of the business transacted by its members, due to the sensational features of the trade being seized upon by the press as well as by those who have failed to succeed, to place the exchange as a body in an undesirable light before those who are unfamiliar with its methods of doing business, and this feature, which is having considerable influence upon the stability of our exchanges, is that to which I desire to call your attention at this time.

Nobody will deny the power of the press to make or unmake when conditions favor, if full swing is given to its facilities for publicity of the acts of a person, corporation or organization. This power is felt by the modern grain exchange by influencing legislation and finance through the publication of operations carried on by its members with its consent and approval or otherwise. The tendency is to publish the sensational features of the grain business in a manner that leads to a misconception of the true function of the exchange, and arouses suspicion on the part of the public of the honesty and integrity of its members as a body. This is due largely to a lack of knowledge on the part of the reporter of the methods of transacting the business, but to no small extent to misinformation given him by those in the business, without due regard to the fact that but few persons outside of the grain business understand the methods pursued or the terms used in connection with carrying it on. There is therefore this misapprehension on the part of the general public regarding the grain exchange causing its members to be classed in the minds of many as business men of a little lower order than other merchants, and by others as mere gamblers, when to the contrary, as we know the grain business is transacted almost entirely upon honor and without formal contracts that are considered necessary in other lines of business. When we consider that the grain crops of the world are distributed through the medium of the exchange the fact is established that its foundation is on the actual purchase and delivery of the property which to a large extent is lost sight of in the exploitation of dealing in "futures," and the tendency of the press to give the latter the greater prominence which leads to the forming of the wrong impression referred to in regard to the business.

The press is not wholly to blame in this matter by any means, and in fact careful consideration may show that the exchange itself is largely responsible for the misinformation furnished the press. For instance, the reporter of a newspaper in his rounds, seeking for news, and of course with a desire to write up a good story, but having little actual knowledge of the workings of the grain business, meets a trader who proceeds to "fill him up" with "dope" something as follows: Patterson "slipped" his "bunch" thru brokers and the crowd "held the bag." Wagoner took on "a jag" at the decline which "stiffened the market." He made "a killing" by "dumping" on the "shorts," or Mr. Lick-em-to-a-finish caught the shorts "slumbering" and they "run to cover." His "deal" was a success, but he has "a corpse" on his hands, or the crowd "jumped on" July and sold it to a "stand-still," or Rankinson bought in "a line" today which he slipped them yesterday, or Younger sold out a line on the advance "cleaning up" a deal on which he made a fabulous amount, or Jones took in his short line on the brook and his "winnings" are in the thousands, or Brown "went ashore" on the advance and lost "his wad," or the trading was "professional," or the market is "manipulated."

Dope.—Now what influence has the publication of this kind of "dope" on the ordinary newspaper reader? The careful business man who does not understand the meaning of it is naturally suspicious of the integrity of those engaged in a business wherein such terms and expressions are used. The mind of the man who wants to "get rich quick" is inflamed to try his hand at the business in which he knows practically nothing of the "pit falls" he may encounter. The young man is impressed with the belief that the business is "easy money" and a kind in which he can be successful without hard work, also where he can gratify his love for excitement. Many other unfavorable results of

such advertising could be mentioned with which you are conversant, all of which brings disrepute upon the grain exchange, and the grain business which is as reputable as any other when properly conducted and represented.

What can be done to eliminate this feature of the business? If so desired it can be brought about through censorship by the exchange, and rules governing the actions of its members in respect to reports given out by them. If it is decided that what is called "dope" is detrimental or demeaning to the exchange as a body it is within its power to eliminate it, at least to a large extent. It is a matter that is within the scope of this body to consider, therefore it is deemed advisable to bring it to your attention in this manner.

Ignorant and Sensational Reports.—There is no excuse for many of the "write-ups" other than disregard of facts with the view of publishing something sensational from force of habit, especially with reference to the grain business. An instance occurred recently in this city illustrating ignorance of the meaning of terms used in connection with "futures" on the part of a newspaper head line writer, when in reporting some public remarks about the grain business his paper stated that "Bishop defends buying short." (Laughter.) This is only one of many instances of the kind that might be mentioned if it were necessary to do so. With the co-operation of the exchange and the press all these difficulties can be overcome, and there should be co-operation along these lines. Every exchange should have its press or publicity committee of one person or more, as may be deemed advisable, to whom the reporter can go for his information and get it straight and accurate.

W. P. Bishop: The Milwaukee Chamber of Commerce has a publicity committee and the board of directors has appropriated \$1,000 for the use of this committee. It lies largely within our power to create a different influence about the exchanges than that now existing due to misinformation.

J. C. F. Merrill: For my own exchange I can say likewise we have a committee and it has an appropriation. Each and all of you may perform an important service by appointing a committee to call on the managing editors of the city papers. We have had some success in bringing to the attention of the managing editors the harm they do. We said to them: "We very respectfully ask that you take into account our injury when furthering your own interest."

Personally I want to request that the members take it upon themselves. Our position, as Mr. Davis has pointed out, is one of danger.

Bert Ball: I am a publicity man to start with. I went into almost every newspaper office and asked them to play up the cash business. The publicity of the pit news wags the cash dog. I make the suggestion that we take the comparative cash values of grain and give them every day as the official market.

W. M. Richardson: We have no difficulty in managing the newspapers in Philadelphia. We have no trouble in getting the front page when we have anything to say. Too many grain men are so busy that when asked for information they walk the other way.

N. L. Moffitt read the following paper on "Newspaper Publicity Regarding the Functions and Services of the Grain Exchanges":

Newspaper Publicity.

This subject suggested itself to us because of a recent experience our exchange had with one of the newspapers of our city. The reporter of the grain department made several attacks upon general grounds, the last one claiming that our recently organized clearing company was intended to bucketshop all the trades made upon the floor of the exchange, and that it was intended to evade the payment of the state stamp tax which had become a law. The members selected a committee of five to interview the editor-in-chief, demanding retraction of the article. This was done. He was also notified that if his paper did

not treat us fairly that the members of the committee would petition the board of directors to withdraw the privileges of the floor which they were according to the representative of his paper.

In every line of business some abuses exist. The papers are full of beef, oil and lumber trust abuses. So the evils of the grain business are magnified by sensational articles while the benefits are entirely ignored. Here is where the work of the Publicity Committee of the Council of North American Grain Exchanges can do much good. They should make it clear that the aim of all the Exchanges is to promote fair dealing by all interests concerned.

The newspapers have created an adverse sentiment against the Exchanges because of the popular cry for lower food costs. Legislators have taken up this cry, catering to public sentiment; they do not consider the benefits by the grain exchanges to the country. They seem to take the actions of a few of the members as representing the entire Exchange, just as if it were to consider the banking system wrong because a few bank officials wrecked their institutions.

While reckless manipulation is harmful, we cannot eliminate a trader who has enough resources to receive and pay for any commodity in such quantities as he should see fit to buy. The hardship which such trading forces upon the trader of smaller means is where such tactics upset the natural commercial difference between the markets of the commodity affected.

The public is not informed that the Exchanges are doing everything reasonable to prevent such a trader from taking unfair advantage of a smaller one because of his large resources.

We need leaders in all the walks of life, and because a trader chooses to deal heavily in grain is no reason why he should be subjected to attacks by the newspapers.

We believe that the majority of the public are thoroly dense upon the transactions as they occur on 'change.

In many of the articles which we have read in the newspapers, the authors plainly show a lack of knowledge.

This is where the Publicity Bureau can do a vast amount of good, and as we believe that reliable papers would welcome correct information, they would appreciate anything upon the subject of grain trading that will come from such a reliable source as the Publicity Bureau of the Council.

We believe that the Committee should explain the operation of future contracts, how the card bids to the country for purchase of cash grain are based on futures, that the offers to sell for export are based on futures and the security that these hedging purchases of sales lend to the legitimate transactions. That because of the future contracts the banks are willing to lend more money and upon a smaller margin than they would do without such protections.

We believe that it is an educational campaign and that all of the exchanges of the United States should participate in under the leadership of the Publicity Committee of the Council of North American Grain Exchanges.

Geo. A. Wells: Iowa has some very good agricultural papers. A few years ago there was a move made to interest the Iowa farm publications. We entertained Mr. Hamilton of the Peirce publications at Minneapolis and Chicago and he wrote a series of very valuable articles.

Uncle Henry Wallace is a broad man who will give you anything you are entitled to. The editors are not hard to reach. The Peirce publications have a circulation of 750,000. Wallace's Farmer has 75,000.

E. H. Culver: We have our farmers in Ohio so that they are not so rampant as the millers.

N. L. Moffitt: The publishers are willing to treat us well.

E. E. Delp: Would it not be well to invite the publishers of the agricultural papers to attend our meetings?

Pres. Sager: I have no doubt the Publicity Committee will consider the suggestion.

Adjourned for trip to Whitefish Bay and to Thursday morning.

Auto Ride and Banquet.

Pres. Sager adjourned the Wednesday afternoon session an hour earlier than expected to give time for the program of entertainment arranged by the Milwaukee Chamber of Commerce. Leaving the meeting hall the delegates filed down into the lobby of the hotel where they were divided off into parties in charge of a member of the local committee, each filling one of the sixteen automobiles in waiting.

A tour of the parks was made with the weather showing Milwaukee at its best. A stop was made at the Pabst Brewery, where Sec'y Wright escorted the guests thru the plant, including the big bottling department. North along the lake shore drive the machines sped to the Whitefish Bay Resort, arriving practically at the same time.

The delegates repaired to the dining hall, where covers had been laid for 100, eighty participating in the banquet.

MENU.

Orange Cocktail	Noodle Soup.
Olives.	Radishes. Celery.
	Planked Whitefish.
	Cucumber Salad Mayonnaise.
Beer.	Beer. Beer.
	Cherry Sherbet.
Broiled Milk-Fed Spring Chicken on Toast.	
New Potatoes.	Sauce Tartare.
	Asparagus Blanche.
Ice Cream.	Assorted Cakes.
Cheese.	Water Crackers.
	Cigars. Coffee.

W. P. Bishop: It seems to me I have been in a good many noisy bunches, but this beats the bunch.

I realize now the good fortune Milwaukee had in the appointment of its entertainment committee, without attempting to throw bouquets to Mr. Furlong. We are honored by having with us tonight the presidents of the leading grain exchanges of the United States. We appreciate the honor conferred upon us and we regard it as an honor conferred upon the Milwaukee Chamber of Commerce. The hospitality of Milwaukee is great, and we have endeavored to impress that upon you with the hope that you will come again.

H. N. Sager responded on behalf of the Council of Grain Exchanges with a graceful tribute to Milwaukee and Wisconsin, in whose leading University he was educated.

J. C. F. Merrill: We count ourselves fortunate in being the guests of the city of Milwaukee to-night. I am sure from what we have seen to-day the half has not been told.

E. R. Carhart: After to-night there never will be a day in June so rare that I will not think of this day in Milwaukee. On behalf of your visitors I thank you gentlemen of Milwaukee for your pleasing entertainment.

Mr. Bruce, sec'y of the Merchants and Manufacturers' Ass'n of Milwaukee, thanked the grain men for their appreciation of Wisconsin institutions.

BANQUET NOTES.

That which made Milwaukee famous flowed freely.

A Neapolitan orchestra of 17 pieces discoursed sweet music, varied by vocal solos.

A. G. Tyng, who is somewhat of an epicure, declared the dinner the best he had tasted at any grain men's banquet.

L. W. Forbell won several encores with a sad song about high balls rolling on the ground.

The return to the city was by special cars about 10:30.

Thursday Morning Session.

Pres. Sager introduced Professor R. A. Moore of the College of Agriculture and Experiment Station, Madison, Wis., who told how widespread had become the crop improvement work in Wisconsin. We have 22,000 boys at work in corn contests in this state. A year ago we had 22 boys take the week's course in agronomy; last year we had 44." Professor Moore made an address on "Breeding and Dissemination of Pure Bred Grains," from which we take the following:

Pure Bred Seed Grains.

For many years our farmers remained content in growing grains of no definite breeding and it was not surprising that a gradual deterioration followed. While the work of animal improvement has been going on during the past century which has led up to the establishment of definite breeds of horses, cows, hogs, sheep and poultry, yet it has not been until quite recently that anything has been done to establish breeds of grain and forage crops.

The work of seed grain improvement was started in Wisconsin in 1898. The first plan was straight selection. Three years later the Hays method of nursery breeding was established and has been continued since.

By the Hays method approximately 3,000 seeds of a given grain are planted in a nursery bed with a special machine so as to have the plants four inches apart in the bed with two border rows which are later discarded and only consideration given to plants within the border rows.

A close study of the plants are made during the growing period and the heads of twenty plants from the 3,000 are selected for further test. The heads from each plant are put into separate envelopes and weighed and the ten heaviest are retained for the second year's tests.

These seeds are put into little beds known as centgener plots which contain 100 plants and border rows, each plot having within it planted the progeny of a single seed from the previous year. The first five or six heads are selected from the best plants in each centgener plot and retained for the following year and the process repeated the third year, and the fourth year the entire centgener plots, of which there are ten for each variety of grain are compared and harvested.

After weight and other factors are determined six plots are cast out and the four best are retained for the increase plots. The fifth year one square rod is sown which is increased to one-tenth of an acre the sixth year, and the acre plot is used the seventh year and the 20-acre plot the eighth year. After the eighth year the increase is rapid and within 5 years from the time of having the 20-acre plots it is possible to have millions of bushels of pure bred seeds for dissemination.

Pedigree barley, winter rye, winter wheat and oats have been bred at the Wisconsin Station. Four standard varieties of Wisconsin corn have been bred thru a course of breeding known as the ear-to-the-row method. By this method it is possible to get the progeny of one ear out of many that has within it the power to transmit to its offspring its permanent characters of high yield, symmetry of ear and other important characteristics.

The Wisconsin Experiment Ass'n was organized Feb. 22, 1901. This ass'n is composed of young farmers who have been trained in the College of Agriculture and are competent to handle the pure bred grains in the best possible way. The ass'n receives a state appropriation of \$2,000 a year and the state prints 5,000 copies of an annual report. While the ass'n is an independent state organization it co-operates very closely with the College of Agriculture in all its work. Thru this body of workers the Experiment Station makes its dissemination of pure bred seed grains.

The membership is supplied with sufficient small grains for an acre each or enough corn for two acres and is required to establish what is known as pure bred grain centers. After the first year each member grows sufficient to plant many acres and his seed grain center becomes the source of seed supply for the state. Thru this system of dissemination we now have practically whole townships growing the same varieties of farm grains.

A Vast Improvement.—A four years' test

run with the Wisconsin No. 7 corn in which 1,230 members of the Ass'n took part and where they were required to put the best common corn in comparison resulted in an average yield of 60 bus. of shelled corn to the acre—12 bus. more than the best corn compared against it. This wide test covering nearly all counties of the state showed that a yield of high bred corn nearly double that of the general yield of the state could be secured.

Members of the Experiment Ass'n report average yields of Oderbrucker barley of 35.7 bus. per acre for five years, 4.9 bus. above that of the best varieties compared with it. The average yield of the state for 5 years is 28.3, and the average yield of the United States for the same 5 years is 25.6.

Wisconsin has produced an average of 744,600 acres of barley annually for the past 5 years, or a total of 3,723,000 acres. Had this entire acreage been sown to Oderbrucker barley at the increased yield there would have been produced 18,000,000 bus. of barley more than if the common barley had been used. At the average price of 60 cents per bu. this would amount to over \$10,000,000 added to the wealth of farmers of the state during the past 5 years.

Pedigree barleys even better.—In 800 comparative tests last year the pedigree barleys gave a yield of 3.6 bus. per acre above that of the selected Oderbrucker. Sufficient of the pedigree barley will be grown this year to more than cover the entire barley acreage of the state, and the following year we predict enough grown to cover the barley acreage of the world.

Dr. Robert Wahl talked of the scientific judging of barley and stated that the albumen content should not be more than 10½ per cent.

Adjourned to 2:30 p. m.

Thursday Afternoon Session.

Bert Ball read a report on the "Work of the Crop Improvement Committee," of which he is sec'y, from which we take the following:

Crop Improvement Committee Work.

The influence of this committee cannot be measured in words and figures, and therefore an exact report of what has been accomplished is almost an impossibility. When it is considered that this work was conceived only last September and born in February of this year, the interest awakened and the co-operation secured is little short of marvelous.

Since our last meeting, we have been gradually getting acquainted with the brightest men and ablest men in every line of business, and are forming a national alliance and clearing house of agricultural information which is open to all, to form and unite upon the same general plans. Heretofore, honest endeavor has been running to waste and no man knew what his neighbor was doing.

We are making a study of each county in the United States. We are classifying this information in every state upon maps. Our problem is merely to take conditions as we find them, make suggestions applicable to each vicinity and to set the willing workers in motion.

Our first practical work was the dissemination of 1,500,000 of the now famous Seed Grain Suggestions, which were compiled by this Committee and revised by Professor A. T. Wiancko of Purdue University. These were distributed not only through grain men and the exchanges, but through bankers, millers, brewers, implement men, the public schools and dozens of others, and they were reprinted thousands of times by the rural, agricultural and periodical press. It would be difficult to say what this circular accomplished in dollars or cents, but it served to introduce this Committee to the agricultural and business world and outside of its agricultural significance, it certainly brot the Committee into prominence. In addition this Committee also issued over 100,000 "Test Your Seed Corn" cards, which were not only displayed in bank windows, in mills and elevators, in business men's show cases and dozens of other places, but they were reproduced quite generally by the trade press and commented upon freely throughout the corn belt. Our efforts in this direction were somewhat circumscribed from the fact that we have as yet no publicity fund, but we are proud to say that without any expenditure except for postage, the press of the United States has given this movement already more publicity and has given the Council more prominence than could be obtained through

commercial sources by the expenditure of thousands of dollars.

We have about completed arrangements with an advertising agency, who have recently organized an agricultural department to co-operate with this Committee in collecting and having prepared data from various scientific writers and it is proposed that the entire agricultural press shall thus be kept supplied and enthused with timely information, so that a tidal wave of similar information may sweep over the country at the same time on the same subject, and your Committee is now working on the plan to unite the agricultural press of the United States upon this subject. The trade press has been unusually active in our behalf.

Railroads.—We attended the meeting of the Railroad Industrial & Agricultural Ass'n in Detroit and were received with open arms. After presenting the subject to some 50 railroads there represented, the Ass'n appointed a Committee consisting of John C. Clair, Illinois Central; H. M. Cottrell, Rock Island, and Geo. I. Bonnell, C. & N. W., and after a conference with this Committee, we immediately began to get in touch with each railroad asking them what trains, if any, had already been run; what trains were planned in months to come and if no activity had been decided upon whether the management of the road were in sympathy with this movement and whether they were willing to respond to requests from the state extension departments and from this Committee. Responses to these letters are coming in in a very gratifying manner, and the routes of these trains will be shown on U. S. maps.

Winter Wheat Campaign.—We are now preparing for the biggest winter wheat campaign in history, and it is safe to assert that there will be more wheat specials this year than the sum of all the trains in former years. Ohio already has arranged for six or eight trains. Michigan will probably cover every mile of track in the lower peninsula. Christie has announced at least two for Indiana, and we hope to have a number of others in due time. Arrangements are pending in Illinois with many roads, and we hope to be able to announce that arrangements have been consummated at an early date. Missouri will have at least two trains and possibly three or four more. The Rock Island has already begun its campaign through Kansas and Oklahoma and will cover every mile of its track in those states, and Mr. Sebastian has asked our assistance in bringing the matter to the attention of all of the other railroads paralleling the Rock Island in order that this sentiment and work may become unanimous, and that the railroads may fully understand each other's plans and co-operate with men and equipment in every possible manner.

Recommendations.—So far as the Grain Exchanges are concerned, it will not be necessary to change the form of this Committee. We have just as much work to do ourselves as we ever had and we have just as much use for an active committee within our own organization. If a central national joint committee of all the vocations is formed, which seems to be necessary and advisable we will have the same representation on that committee as the other organizations. It is unreasonable to expect that other organizations will subscribe in any considerable amount to any fund in which they are not represented. It is manifestly impossible to obtain great results through any one vocation alone, but if we combine our forces there is no limit to the money we can raise and to the results which we can accomplish. After mature thought, it is the recommendation of your Secretary that this work must be put upon a three year basis, because many of the plans cover at least that period of time. You must remember that a miscellaneous body of men is of many minds and is unwieldy in handling, and that results may not be instantly shown in the statistics of each crop.

We would recommend an active executive committee to be named covering each of the main co-ordinating vocations. This Committee should be no larger than absolutely necessary to get the representation. We then recommend an advisory board consisting of the superintendent of extension (so far as possible) of each of the grain states. This board seems to be necessary and will at once answer the objection of some critics—thus putting the work of the committee upon a scientific basis. We also recommend that a financial committee be organized consisting of the "AA1" men in every trade and that their permission be obtained by a special committee for that purpose. We also recommend that if your Secretary is expected to do the practical work of raising the fund that the executive committee employ a young, energetic scientific extension worker

who can address an audience and who can take practical charge of the details of the office under the direction of the Secretary. That the fund be raised by subscription both from organizations and from individuals, and that each subscription shall be made upon a three year basis.

Definite means of support must be provided during the formative period of this organization. With the assistance of every man on this committee, it should not be difficult to raise enough money to keep the committee alive until the national organization can be formed, and while the Sec'y is willing to undertake any amount of work if you leave it to him alone and do not render practical assistance, we will probably lose a year or two in arriving.

The available fund now in the Treasury will barely support this organization until the end of August. Subscriptions from organizations and from individuals so far promised will carry it up to Nov. 1. What we should do is for each man to make a vigorous campaign among his business associates to gather money enough so that the Secretary can devote his entire time to the pushing of the practical plans, which are already under way. There is not a man among you, regardless of the fact that his exchange has already made an appropriation, who could not well afford in the interest of his own business to subscribe \$100 a year to this work. The time has come when the Grain Exchanges, yes even the grain business, must do something to lay a foundation for business.

The actual expense of the office at present is about \$600 a month and we ought to have \$1,000 a month for literature, postage and traveling.

J. C. Murray, chairman of the crop imp. committee: I have been unable to keep pace with the work as it develops. What we are confronted with is the difficulty of financing this movement. The Council started us off with \$5,000 for the first year. The most comprehensive plan for financing the movement is that each vocation be asked to contribute its percentage of the expense; and the Grain Exchanges being more closely identified with the farmer, will naturally bear the greater burden.

The facts of the matter are that crop improvement work does not appeal to the grain men and the directors of the Boards of Trade, to lead them to contribute to the expense from year to year without a showing of direct results.

The overhead expense including salary of sec'y, his traveling expense, office expense and stenographer are not far from \$1,000 a month, or \$12,000 a year.

J. C. F. Merrill: The directors of the exchanges can not by their own powers obligate themselves to support the Committee beyond a single year.

Mr. Murray: We ought to put this on a 3-year basis. I would like to set it on a 5-year basis.

Bert Ball: I feel confident that if in connection with the brewers we can raise this overhead expense we can go to the outside interests to bear the expense. If we had \$12,000 or \$15,000 of our own instead of \$5,000 we would be independent.

H. L. Goemann: I hardly think the grain exchanges would care to continue to contribute any large sum of money unless they had control. We ought to make a very strong effort to finance it ourselves. I dislike to see the work get away from the grain exchanges.

S. P. Arnot: The first thing to do is to organize a campaign of publicity. Many members of the Chicago Board of Trade do not know what the Council is. I call your attention to show how futile it is for two or three of us to say what our exchange will do.

C. W. Lonsdale: I do not believe you could raise any more money in our market unless you come to Kansas City. I move it is the sense of the Council that the Crop Improvement Committee retain complete control of the crop improvement work, and that we ask each ex-

change to create a crop improvement committee.

J. C. Murray: We are confronted with the necessity of making a decision as to whether we will take in these outside organizations.

M. W. Cochrane: We have to do something or we will fail in this work.

A very lengthy discussion ensued, participated in by E. R. Carhart, M. W. Cochrane, J. C. Murray and J. Collin Vincent, after which a resolution was adopted that "It is the sense of this meeting that the crop improvement committee continue its work as it has been conducted and that it make no affiliation that will lessen the control by this council, and that each exchange be requested to appoint a crop improvement committee."

THE HALL-BAKER CASE.

C. W. Lonsdale: As the Hall-Baker grain case most vitally affects the Kansas City Board of Trade, I will outline the facts. We in no way want to be guilty of breaking the law.

The Hall-Baker Grain Co. sold to the Walker Grain Co., of Ft. Worth, Tex., 2,000 bus. of No. 2 red wheat, deferred shipment, Kansas City weights and grades final. A car was resold meantime to the Burrus Mill & Elevator Co. The market having declined the pure food inspector of Texas was called in and he confiscated it. The car was finally disposed of to the very mill which had rejected it: The case was tried in Kansas City in March, and the jury brot in a verdict of guilty of misbranding and adulteration. Judge McPherson refused to allow the contract or the certificate of inspection in evidence. He held that the Hall-Baker Grain Co. had described the shipment on the invoice as No. 2 red and that the shipment, by competent evidence, contained some hard wheat.

The court held that if the cars had been billed as No. 2 red wheat the defendant was guilty of misbranding; also that if hard wheat was inferior to red wheat defendant was guilty of adulteration.

Professor Fitz of Manhattan, Kan., testified that Texas did not raise 10 per cent of pure to the type red wheat. In his charge to the jury the court said:

"Upon the question of adulteration the court charges you that the wheat was mixed with hard wheat. The national pure food law must not depend for its construction upon any state official."

We of the Kansas City Board of Trade have appealed this case to the Supreme Court of the United States, and we believe in view of its importance we should have the moral if not financial support of the Council of Grain Exchanges.

Geo. H. Davis: Why could not this meeting recommend that the pres. write the different exchanges to give their moral support to the Kansas Board of Trade and to co-operate with Kansas City in this matter. Adopted.

At the request of Pres. Sager the sec'y read the paper by Frank I. King on "A Credit Ass'n" from which we take the following:

Credit Ass'n.

Grain men are philanthropists and lobbyists. They cast thousands upon the waters for better seed and yields, but hesitate about establishing a credit bureau. They work like slaves, accumulate gray hairs and bad debts, have green eyes and join the angels before they are ripe.

Action Needed.—Most grain men are big-hearted, broad-minded and progressive. Why should they not listen to reason? Some are so busy chasing elights that they neglect greater opportunities. Philosopher Moffit a year ago showed you plainly the great benefits to be derived from a properly

conducted credit bureau. Mark Twain Messmore at your last meeting gave you some moving pictures upon the same subject. It was referred to the executive committee, which in this case should be called the cemetery committee. As fall-end gravedigger on that committee, our Boy Solomon asked Pres. Sager why no action had crystallized in that direction. He replied there was some opposition and requested me to prepare a paper for this meeting. Action is needed, not papers. Formulate a plan. Start the incubator now.

Good reputation is the greatest asset any firm or association can have. It is not measured by dollars, but by deeds. Like interest and cscarets it works while you sleep. Thirty years ago our firm was broke financially. Confidence of our customers saved us and now we are as strong as limberger cheese. Every business man to attain permanent success must treat his patrons as friends, not as suckers. He must always be fair, honest and accommodating. Consult Dun or Bradstreet and you will find ninety per cent of the men in the grain business are of moderate financial standing, but they are millionaires in commercial honor. Their word is their bond. They seek the good will of their customers. A few are near-sighted and tricky. Some are lawyer-like and look for technicalities if they make unprofitable contracts. Boards of Trade are exceptionally free from the undesirable kind, but when one is found and proven guilty he should be branded. Treat all shysters alike. Publicity will make them harmless.

Competition is fierce. Every cross-road has a broker. Some dealers have green eyes. They are anxious to do a big business and take unbusiness-like chances. They make bad debts, but hide them. Why not advertise the undesirable and tricky welschers? Establish a credit bureau. Keep the trade posted so they can avoid losses. Make the Council directly beneficial to all.

Toledo has a good rule. It contains the jail sentence as well as a fine. If it were extended to all the leading markets and enforced it would soon brand the undesirable. It provides that any member who has a complaint against any non-member must file it in writing and all the papers with the arbitration committee. The accused party is sent a copy of the charges by registered mail and requested to appear before or reply to the committee within ten days. Case is tried on its merits, judgment rendered and entered. If the party fails to comply with the decision within ten days, all the members are prohibited from doing any business with or for such party. If any member does he is subject to fine for the first offense and suspension for the second. Other rules provide for settling claims between members. Credit bureau could keep a record of all such decisions and notify the trade.

This Council must progress rapidly or fall by the wayside. Most business associations have a credit bureau, not to collect bad debts but to prevent them. This Council should start a credit bureau today. It would greatly benefit the trade and be a revenue producer. Spot the undesirable, put them out of business.

The sec'y also read a letter from Chester Arthur Legg, attorney of the executive committees of the Chicago Board of Trade outlining practical methods of conducting a credit buro in which he stated the buro should be conducted separately from the Council.

J. C. Murray: I move Mr. King be appointed a committee to formulate a plan.

Mr. Richardson moved Mr. Legg's report be referred to Mr. King.

Geo. H. Davis: We have spent the afternoon devising ways to finance the Crop Improvement Committee; and now we talk of organizing a credit buro, a vastly bigger proposition, one for which \$5,000 would only buy the preliminary stationery. We don't need more plans. Mr. Legg has the plan. We need to raise the money to start it. I move we lay the matter on the table. Motion carried.

Owing to the lateness of the hour a number of delegates had departed. Those remaining went into executive session to discuss anti-option legislation and the sending of delegates by the exchanges to appear before Congressional committees, after which the meeting adjourned sine die.

COUNCIL NOTES.

The sessions were well attended by the delegates, 30 being present at one time.

E. J. Furlong of the local entertainment committee was very assiduous in his attentions to the guests, whether at the meeting convention room, hotel lobby, Chamber of Commerce or banquet hall.

Among those present were W. M. Hopkins, manager of the transportation department of the Chicago Board of Trade; Geo. A. Wells, sec'y of the Western Grain Dealers Ass'n; and Jno. F. Courcier, sec'y of the Grain Dealers National Ass'n.

The exchanges were represented by the following delegates: Baltimore: F. A. Meyer, Walter Kirwan, J. Collin Vincent; Buffalo: Chas. Kennedy, F. A. McLellan; Chicago: S. P. Arnot, H. N. Sager, J. C. F. Merrill, J. C. Murray; Duluth: A. W. Frick, Chas. F. Macdonald, W. J. McCabe, M. L. Jenks; Kansas City: Geo. H. Davis, C. W. Lonsdale; Milwaukee: J. A. Mander, P. P. Donahue; New York: L. W. Forbell, E. R. Carhart; Omaha: N. B. Updike; E. A. Cope; Peoria: A. G. Tyng; Philadelphia: S. L. McKnight, W. M. Richardson, E. E. Delp; St. Louis: John L. Messmore, Edward M. Flesh, Manning W. Cochrane, N. L. Moffitt; Toledo: H. L. Goemann, E. H. Culver.

Exports of Glucose, Corn Oil and Cake.

During the ten months prior to May 1 we exported 154,772,531 lbs. of glucose, 19,383,964 lbs. of corn oil and 68,793,346 lbs. of corn oil cake; compared with 120,421,657 lbs. of glucose, 9,611,265 lbs. of corn oil and 39,391,409 lbs. of corn oil cake in the corresponding period prior to May 1, 1910, as reported by O. P. Austin, chief of the Bureau of Statistics.

IMPORTS AND EXPORTS OF RICE.

Imports of rice, rice flour, rice meal and broken rice during the ten months prior to May 1 amounted to 170,782,547 lbs., compared with 185,599,664 lbs. during the corresponding period before May 1, 1910.

Exports of rice in the ten months before May 1, 1911, aggregated 10,275,146 lbs. and 14,028,081 lbs. of rice bran, meal and polish; against 3,484,819 lbs. of rice and 19,433,029 lbs. of rice bran, meal and polish exported in the corresponding months of the previous years.

Of foreign rice, rice meal and broken rice we re-exported 4,936,039 lbs. in the ten months before May 1, 1911; against 6,803,067 lbs. exported in the corresponding period ended May 1 last year as reported by O. P. Austin, chief of the Bureau of Statistics.

WESTERN GRAIN DEALERS
Will Meet in Des Moines.

Following is the program of the Annual Meeting of the Western Grain Dealers Mutual Fire Insurance Assn. and the Western Grain Dealers' Assn. to be held at Des Moines, Ia., Tuesday and Wednesday, July 11th and 12th, 1911, at the Savery Hotel.

Tuesday, July 11, 1911, 2:00 P. M.—Business Meeting of Western Grain Dealers Mutual Fire Insurance Assn.

7:30 P. M.—An Informal Smoker.

Wednesday, July 12, 1911, 10:30 A. M.—Address by the President.

Appointment of Committees.

Treasurer's Report.

Secretary's Report.

General Discussion.

1:00 P. M.—Banquet Lunch (Plates \$1.00 each) Banquet Hall Savery Hotel.

As Others See Us—By Mr. J. C. F. Merrill, President Chicago Board of Trade.

Six Years of Car Leakage—By Mr. A. E. Schuyler, Asst. Weighmaster Chicago Board of Trade.

The Practical Use of the Moisture Test in Buying Grain at Country Elevators, by Mr. M. McFarlin, Des Moines, Iowa.

Storing Grain at Country Elevators, by Mr. F. C. Harvey, Grand Junction, Iowa.

The Cost of Owning and Operating a Country Elevator, by Mr. B. C. Hemphill, Dexter, Ia. By Mr. W. E. Reed, West Bend, Ia. By Mr. R. W. Bernstorff, Keystone, Ia.

Subjects for General Discussion.

(1) Railroad Claims.

(a) Loss in Transit.

(b) Delay in Transit decline in market value.

(c) Delay in Transit deterioration in quality.

(2) Railroad leases for Elevator Sites.

(3) Crop Improvement.

(4) Time of the Annual Meeting.

(5) Method of Ordering Cars.

(6) Proper execution and use of Bs/L.

(7) Private car seals.

(8) Watchman's Service in Terminal Yards.

Resolutions.

Election of Officers.

The Prussian official crop report placed the condition of wheat on July 1 at 72% against 78% on May 15 and 82% a year ago; rye, 74% against 76% and 80%. Weather has been unseasonable, wet and cool.

Seeds

Clover will make a short crop of seed. —Wm. Laugher, mgr. eltr. Leesburg Grain & Co., Leesburg, Ind.

It looks certain now that the acreage of clover for seed will be quite a bit below the average, especially in Ohio. Some sections of this state, however, appear to have a prospect, according to letters sent us by shippers, but most of the letters received from dealers in Ohio speak of the prospect as being only fair, poor to very poor. The fact that some Indiana and Illinois dealers are on the short side and selling more on bulges would indicate they are satisfied with conditions in their vicinity, and yet, strange as it may seem, there are other dealers in the same states who are on the long side, due, no doubt, to the probabilities of timothy being there scarce, together with the fact that and was very little clover carried over, at the chances of only a moderate crop. The best, makes some look for \$10.00 seed. —J. F. Zahm & Co.

Except in a very dry year like the present the alfalfa seed crop is very uncertain east of the Missouri river. Heavy rain falling after the seed crop has started to bloom is very destructive to seed production. The weather should be so dry that the new shoots which ordinarily form at the base of the plants at blossoming time do not appear. For the best seed production the stand should be thin, some of the largest crops being secured from alfalfa grown in rows. Unfavorable conditions to alfalfa seed production are a thick stand or rank growing plants and plenty of moisture, especially during blossoming time and while the seed is ripening. Dry weather with a fairly thin stand of plants bearing an abundance of large flowers should result in a good seed crop. Occasionally in the arid west it happens that the weather is too dry and as a result the flowers are blasted before seed forms. We rarely notice alfalfa seeding in Iowa, but this year we observe that stray plants along the roadside are loaded with seed. It would not surprise us this year if a great many alfalfa fields east of the Missouri would produce paying seed crops. Under favorable conditions the yield of alfalfa seed will be a little higher than



Members of Wichita's Board of Trade Trying to Keep Cool.

that of red clover, averaging about four to six bushels.—*Wallace's Farmer*.

Clover was light, but alfalfa was very good.—R. W. Rowlands, sec'y of the Wisconsin Board of Agriculture.

Baltimore received in June 229 bus. of clover seed, against none in the same month last year and none exported in either June.

Baltimore received 383 tons of mill-feed in June, and exported 36 tons, compared with 731 tons received and none shipped in June last year.

Nearly all new clover and timothy is dead, reports the Missouri Dept. of Agri. The condition of timothy is placed at 37; clover, 47; alfalfa, 66, and flax, 41.

Duluth received in June 13,335 bus. of flaxseed and shipped 7,296 bus., against 57,491 received and 162,544 bus. shipped in June last year.—Chas. Macdonald, sec'y Board of Trade.

A famine is on in timothy seed. This condition has been caused by the farmers having raised other crops for higher prices, until now there is a scarcity of the former.—W. H. Small.

The clover seed committee of the Baltimore Chamber of Commerce as recently appointed for the ensuing year will consist of Jas. H. Hiss, Wm. G. Scarlett and Walter Kirwan.

Milwaukee received during June 2,400 bus. of flaxseed and shipped 3,600 bus., compared with none received and 10,800 shipped in June, 1910, according to H. A. Plumb, sec'y of the Chamber of Commerce.

It was not a "Safe and Sane 4th" this time in clover seed. Instead of the usual rains, it was intensely hot and dry everywhere; and there was plenty of "Fireworks" when the market scored a 75c advance to \$9.90. Weather again turning hot is likely to force a new high level. Some advance samples of new clover from Ills., but this offset by poor outlook elsewhere and reports of grasshoppers eating 2nd growth clover.—*Crumbaugh-Kuehn Co.*

Chicago received during the week ended July 8, 6,100 lbs. of timothy seed, no other grass seeds and 24,200 bus. of flaxseed; compared with 160,000 lbs. of timothy seed, 240,000 lbs. of other grass seeds and 2,000 bus. of flaxseed received in the corresponding week of last year. Shipments included 1,000 lbs. of timothy seed, 44,700 lbs. of other grass seeds and 2,800 bus. of flaxseed; against 30,100 lbs. of timothy seed, 230,300 lbs. of other grass seeds and 700 bus. of flaxseed shipped in the same week of 1910.

From the Seed Trade.

Aye Bros., Blair, Neb.: Timothy and red clover will be a light crop. No alfalfa; alsike or bluegrass is grown here for seed.

Tom Rogers, Pearl, Mont.: Alfalfa seed is affected by grasshoppers in this district. I am cutting part of mine for hay. No seed has been carried over.

McGreer Bros., Coburg, Ia.: Our spring seeding will probably all be lost thru dry weather and, as but little seed was carried over, we anticipate a good demand for both clover and timothy.

Culver City Grain & Coal Co., Culver, Ind.: Clover seed is an entire failure. We have no timothy at all; in fact, we will not ship a bag of any kind of seed. We have no seed to speak of on hand. The outlook for corn is splendid.

Wagner & Harmon, Beloit, Kan.: We

have had a most remarkably dry spring. The first crop of alfalfa was very short, about ½ crop; the 2nd cutting about ready, also very short, heads well filled and will make lots of good seed.

R. E. Patrick, Carson, Ia.: Clover that was sown one year ago all died from drouth and heat. Very little or none of the first crop will be kept for seed this year. The timothy seed crop is very light. No alsike, alfalfa or bluegrass will be harvested in this section this year.

H. T. Stout, Crawfordsville, Ind.: The outlook for seed thru this section is very slim, as there will be little if any timothy cut for seed, and I know of no old seed carried over. The dry weather has cut the clover crop so short that I am afraid that if relief does not come to the mammoth crop there will be a short crop of that, but rains would bring out the little red clover that has mostly all been cut, some being harvested some two weeks ago.

I know of but one small lot of alsike clover being thrashed this year, and that was a field of 18 acres, and that made a little over 80 bu. of seed, but there is little of this kind of clover here. The mammoth clover is filled well, and promises to be of good quality, but if rain does not come soon the crop will be burnt up.

No bluegrass will be harvested in this locality.

MEETING AMERICAN SEED Trade Ass'n.

The 29th annual meeting of the American Seed Trade Ass'n was called to order by Pres. E. L. Page at Marblehead, Mass., June 20, with a large number of seedmen in attendance.

In his annual address Pres. Page made a number of recommendations which were referred to a committee with Leonard S. Vaughan as chairman.

Sec'y C. E. Kendel reported 164 members, receipts of \$2,526 and expenses of \$2,453 for the year.

Papers were read at the afternoon session by H. J. Wheeler of the Rhode Island station on the "Relation of Soils and Fertilizers to Seed and Crop Failure"; by W. D. Ross on "Departments of the Seed Business"; and by R. A. Moore of the Wisconsin station on "Improvement in Grains."

Nine new members were elected.

Professor C. D. Woods of the Maine station lead a discussion on detrimental seed legislation.

F. M. Bolgiano advocated the establishment of a central bureau by the seed trade for conducting seed tests.

Kirby White introduced a resolution, which was unanimously adopted, requesting the senate and house to change the federal corporation law to permit corporations to make their reports on the close of their individual fiscal years.

A resolution was adopted calling upon the government to thoroly investigate and rigidly prosecute alleged frauds in the importation of seeds.

A committee with C. N. Smith chairman was appointed to report on the matter of seedsmen's disclaimer.

Officers for the ensuing year were elected as follows:

Leonard H. Vaughan, Chicago, pres.; Marshall H. Duryea, New York, first vice-pres.; Edgar Gregory, Marblehead, Mass., second vice-pres.; C. E. Kendel, Cleveland, O., sec'y-treas.; J. H. Ford, Ravenna, O., asst. sec'y; E. L. Page, Kirby B. White, C. C. Massie, Henry Nungesser, C. F. Wood, executive committee;

Albert McCullough, Chas. N. Page, J. W. May, membership committee.

A reception and dance was given Tuesday evening, and on the following afternoon a boat ride.

In the ball game the "Garden Seeds" defeated the "Field Seeds" by 3 to 0.

A banquet was given June 21 with Pres. Page as toastmaster, during which he was presented with a handsome gold watch.

On the following morning the ladies went for an auto trip.

LATE NEWS.

[Received too late for classification in our Grain Trade News columns.]

Chalco, Neb.—A Farmers Eltr. Co. has bot the eltr. here formerly owned by Wm. Van Doren, and took possession June 24.

Templeton, Ia.—A 25,000-bu. eltr. will be erected for Charles Dozler by the Younglove Const. Co., to replace his burned in June.

Indianapolis, Ind.—The Belt Eltr. & Feed Co., of which D. P. Hopkins was pres. and F. G. Vawter, sec'y-treas., has been dissolved.

Beatrice, Neb.—Black Bros. have just had their eltr. repaired, installing Birchard Distributing Spouts and a new eltr. boot, sible to detect deterioration in corn."

Chicago—A car of new oats was received to-day from Illinois, grading No. 3 Red Mixed and selling at 44½c. The first car of oats last year did not arrive until July 25.

Rosalie, Neb.—The Farmers Grain Co. has just installed a Hall Distributor and a Sonander Automatic Scale in their eltr. here, and also has repaired the eltr. thru-out.

McCool Junction, Neb.—The Foster Grain Co.'s eltr. here has just been repaired thru-out, and also the eltr. at Rush-ton, work being done by the Cramer Construction Co.

Franklin, Ind.—The Suckow Grain Co. incorporated by the directors, William, Wm. N. and C. A. Suckow, to carry on a general grain and mlg. business; capital stock, \$100,000.—F.

Milligan, Neb.—The eltr. here owned by the Lincoln Grain Co. has just been repaired by the Cramer Construction Co. Wagon scale, gas engine, a new hopper scale have been installed.

Reynolds, Neb.—Work has begun on the new 18,000-bu. eltr. here for Gregor Bros. The eltr. is to be iron covered, and of studded construction. A Wilford 3-roll Mill is to be installed. R. M. Van Ness has the contract.

Sloan, Ia.—B. M. Stoddard & Son have let the contract to the Younglove Const. Co. for the erection of a 35,000-bu. eltr. to be equipped with a Richardson Automatic Scale, a 16-h.p. gasoline engine, two stands of legs and a manlift, up-to-date in every particular.

Ames, Neb.—The Cramer Construction Co. has the contract for the new 30,000-bu. eltr. to be built for Johnson & Graham, of cribbed construction and iron covered. It will contain a Barnard & Leas Cleaver, and a Wilford Mill. Office and engine room will be detached.

Greensburg, Kan.—We are installing a 100-ton track scale at our eltr. on the spur track, also four car loaders besides making other needed improvements. C. R. Rixon traded for the unfinished building erected by Robt. Bailey on the spur track.—Joe Clark, Farmers Grain & Sply. Co.

St. Louis, Mo.—The Supreme Court of Missouri has remanded for a new trial the judgment of \$10,867 damages against the C. H. Albers Commission Co. upon the dissolution of injunction proceedings by which the commission company endeavored to restrain John T. Milliken and Corwin H. Spencer from collecting \$37,000 in margins on deposit in a local bank. The case grew out of spectacular operations in the pit during the fall of 1903.

METHODS OF GRAIN INSPECTION at Winnipeg.

The reputation of the grain inspection department of Western Canada for accuracy and efficiency is well established and the confidence in Canadian inspection is so great that nearly all the grain is sold on the inspector's certificate of grade.

Under the inspection and sale act the federal Department of Trade and Commerce has established two inspection buros for Canada, the eastern division lying east of Port Arthur, and the western division, which handles most of the grain lying west of that port. The western division maintains inspection at Duluth, Minn., U. S. A.; Calgary, Alberta; Ft. William, Ont., and Winnipeg, Man., 10 to 12 deputies being employed at Ft. William and 7 to 8 at Winnipeg, which

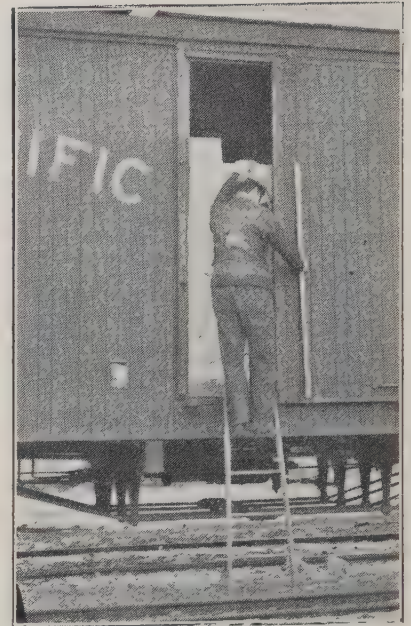
is the headquarters. Grain inspected at Winnipeg is again inspected at Ft. William and inspected and weighed out. The grades of grain are established by a grain standards board appointed by the Governor in Council. Type samples of the grades established by the board are sent each year to buyers and exchanges in all countries where Canadian wheat is bot and sold.

The chief inspector has four offices at Winnipeg, at the Grain Exchange and at each of the three railroad yards, the work at each yard being similar, as described herewith. Day and night forces are waiting to take samples immediately upon the arrival of a train, the train conductor going to the yard office where an inspector's man checks off the car numbers while the cars are switched to the inspection track. Without waiting for the list of cars containing grain the seal breaker opens the doors and is followed by a couple of samplers, the gang of four being completed by the man who bags the samples. These men are shown at work in the engravings herewith.

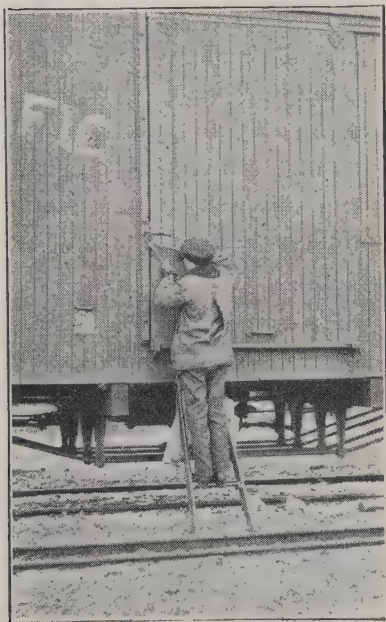
THE SAMPLER enters the car with a sticker and also a piece of canvas about three feet long by two ft. wide which he spreads out on the grain in front of the car door. With a measuring rule he measures the height of grain in the car with reference to the grain line and makes records of same upon a "ticket," as illustrated herewith. These tickets are just plain pieces of white card-board, two inches wide by 6½ ins. long. Across the top of the ticket the sampler writes the number of the car and also its initial, the date, and at the bottom his own initials. A little below the middle of the card he draws a line to represent the grain line in the car. He makes measurements at one end of the car, say the left, and records the number of inches the grain is above or below the line. on the left hand side of the card, above or below, takes measurements near the centre of the car and makes his record on the centre of the card above or below the line as these measurements show. The measurement is then made in the right end of the car and the result recorded.

Sometimes the surface of the grain is so uneven that measurements are taken in a half-dozen different places and records made along the line on the ticket accordingly. These tickets are kept with the grain sample as long as it is preserved and hundreds of dollars for shortages have been collected by means of these records.

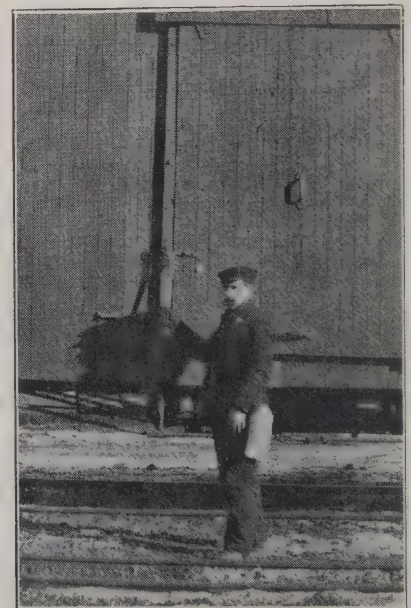
STABBING THE CAR.—After filling out this ticket the sampler proceeds to



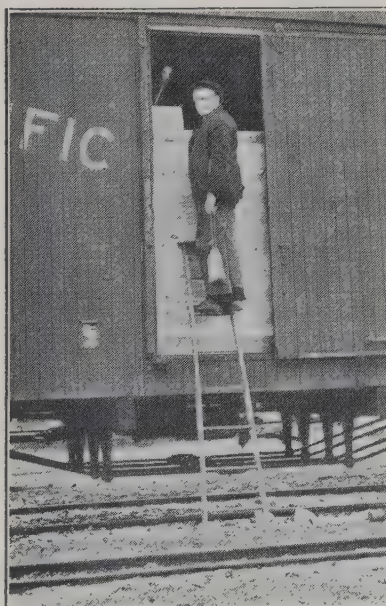
Sampler with His Sticker.



"Opener" Breaking Seal.



Sealer Closing Door.



"Lifter" who Bags Sample.



Day Shift of Grain Samplers, Can. Pac. R. R. Yards, Winnipeg, Man.

"stab" the car. Cars of wheat, oats and barley are ordinarily stabbed in seven different places; flax cars in ten places.

The grain trier is withdrawn and the sample run out in a line on the cloth in front of the car door which has been placed in position as previously mentioned. The seven samples are run out on the cloth side by side.

Before the sampler has finished laying out these samples thus, the "lifter" comes along. He stands on his ladder in front of the car door and takes notice of the samples. If they all appear to be fairly uniform he mixes the lot and fills a 2-lb. bag with the composite sample thus secured. The ticket previously filled out by the sampler is also put in this bag, it is closed with a draw string and hung on the outside of the car where it is collected along with the rest after the entire train has been sampled.

If the sampler finds that the car has been "plugged," that is, that it has been loaded with good grain on top and poor grain in the bottom or with good grain near the doors and poor grain near the ends, as many bag samples are taken as there are different qualities of grain. The ticket is marked "plugged," and, according to law, when the inspector sees the samples he may grade it according to the poorest quality of grain in the car. If the inspector is satisfied that the "plugging" has not been intentional, he may give the shipper the benefit of the doubt, and grade the grain according to his best judgment.

SEALING.—One lifter can keep up with two samplers. Following the lifter comes the "sealer" who closes the doors and seals them with a regular C.P.R. seal having a special inspector's number. With the collection of the sample bags left hanging on the cars by lifters, and the sealing all done, the work of sampling that train is completed. The bags are gathered in wooden trays, loaded into a cart and taken to the city office of the chief inspector, on the fifth floor of the Grain Exchange Building, where they are turned over to the inspectors.

The sampling of the train thus being completed, a card having the words "Grain inspectors have finished this train" together with the date and signature of the gang foreman is tacked on to the last car. Until this is done the train cannot be removed from the sampling tracks. In the busy season of the year not much time is wasted either by the samplers or by the railway men in getting the trains through the yards. A train of forty or fifty cars will be sampled in about an hour.

GRADING THE SAMPLE.—At the Grain Exchange office of the chief inspector are four men who are kept busy just looking at grain samples and deciding to which grade they belong. Each inspector has an assistant who does the mechanical work in connection with the grading, such as the weighing, sieving out the weed seeds, broken kernels, and figuring out the per cent of dockage, etc. The grading is done on a long table facing north windows, as shown in the engraving herewith. A north light is best for inspecting grain as it is most uniform. To these tables the samples are taken. The records on the tickets enclosed in each sample bag are transferred to regular forms along with the grading of the sample and other notations about the grain.

From the conductors' shipping bills filed at the yard office the information is se-

cured as to whom "advise." After the inspection is completed, grade certificates are made out and sent to whoever is to be "advised." The commission firm or buyer has also previously been advised by the

shipper of the grain. So that as soon as they receive the grade certificate from the inspector's office they are in a position to deal with the consignment.

One inspector does nothing but grade



Inspectors and Assistants at Work Grading Grain in Chief Inspector's Office, Grain Exchange Building, Winnipeg, Man.



Carload Grain Samples Boxed on Shelves in Inspection Office.



Carting Type Samples to Ware Room.

the coarse grains, another grades the wheat that comes in over the C. N. R., while two inspectors are required to handle the shipments over the C. P. R. and Grand Trunk Pacific lines. Aside from these inspectors and the chief inspector there is a large force of clerks and office assistants. As soon as possible after the inspection is completed all information as to how the grain was graded, the car numbers, by whom shipped, to whom consigned, and from what point, etc., is recorded in various books that are open for the use of all who wish to see them.

RE-INSPECTION.—Any shipper or possessor of grain may call for a re-inspection if he feels that he has not received correct grading. The matter is generally settled by having the chief inspector and another inspector reconsider the sample and determine if a better grade can be given. In case this decision is not satisfactory, appeal may be had to an independent body—the Grain Survey Board—consisting of twelve members appointed by the Dominion Government to act as a board of appeal. When a survey is called for by anyone three of the members of this board are called in to decide the case. They may be shown the same sample as was used by the inspector or a new sample may be taken from the car. The three men making the survey *do not know* where the grain came from, who owns it, where it is going, nor what grade was given it by the inspector. Two out of the three must agree as to the grading and their decision is final. Sometimes the grade is raised, often it is lowered, but much more frequently the board sustains the decision of the inspector.

SAMPLES ARE STORED away in small tin boxes that hold about two pounds of wheat each. The ticket filled out by the sampler in the car at the yards has been kept with the sample all the time. Now it is transferred to this tin box, along with the sample and stored away for future reference in case a dispute should arise over the grading after the car had been emptied. These tin boxes are filed away on shelves in the Inspector's office, and are accessible at any time in case they may be required. On the outside of the box is the number and initial of the car and date the sample was taken. This data is copied from the ticket inside the box. During the busy season it is not possible to keep these samples on file for more than a month. During the slack season the boxes may be held for as long as three months, just as long as there is room for them, when they are replaced and new samples put on file. When the old boxes are emptied the grain thus collected is sold and the revenue turned into the Department.

EXPORTS OF HAY.

Hay amounting to 46,307 ton was exported in the ten months prior to May 1, compared with 47,603 tons exported in the same period before May 1 last year.

Canadian hay in transit to foreign countries was received and shipped at these five ports on the Atlantic seaboard: Baltimore, Boston, New York, Philadelphia and Portland, Me., during the ten months prior to May 1, 1911, amounting to 47,146 tons, as reported by O. P. Austin, chief of the Bureau of Statistics.

The Spanish government proposes to increase the import duty on wheat from 8 pesetas gold per 100 kilos to 10.5 pesetas.

Grain Carriers

Erie Canal grain traffic so far this season is 1/3 less than last year during the corresponding period.

The Duluth and Superior grain rate cases will be heard at the federal building, Duluth, July 26, by Interstate Commerce Commissioner E. E. Clark.

The federal government on July 6 brot another test case on the commodities clause of the Hepburn act. This suit is against the Lehigh Valley Railroad, alleged to be mining, transporting and selling coal in violation of the act, unfairly competing with private coal operators.

Rates on corn shucks from Louisiana to Texas points were the subject of a hearing recently before Examiner John S. Burchmore of the Interstate Commerce Commission at Dallas, Tex. Hill & Webb and the Brown Grain Co., of McKinney, Tex., are the complainants.

A precedent in tap line litigation is set up in the decision by the Interstate Commerce Commission June 30, holding that the Manufacturers Railway of St. Louis is a common carrier and entitled to a reasonable part of the St. Louis rates for terminal switching services rendered.

The Minnesota side track law has been upheld by the Minnesota Supreme Court in an opinion given June 23 by Chief Justice C. M. Start. The state railroad commission had ordered a side track built to accommodate a stone quarry at Mendota, and the order was contested by the C., M. & St. P. R. R. Co.

Four grain and milling firms of Hutchinson, Kan., have brot action before the Interstate Commerce Commission to collect claims aggregating \$3,000 for alleged overcharge on switching. The complainants base their case upon a clause in the tariff sheets which reads, "Foreign line switching charges will be absorbed on all local as well as competitive traffic at Hutchinson, Kan."

The Interstate Commerce Commission on June 26 ordered that "where a thru rate is in excess of the aggregate of the intermediate rates, the carrier may, without application to the commission, correct the thru rate by reducing such rate to equal the sum of the intermediate rates, although such reduction may have the effect of increasing the discrimination against intermediate points."

The Frisco has given notice that grain door boards will be furnished and that in the event of the supply running short the local agent will purchase any lumber necessary until the supply is replenished. A charge of not less than \$1.75 per car will be assessed on each shipment where the carrier's reclamation agent is not allowed access to premises necessary to the reclamation of all grain door material. Waybills must show the amount of lumber used and the approximate weight.

The collection of track storage charges at times when on account of weather conditions the demurrage charges are waived has been forbidden by the Interstate Commerce Commission for a period of two years from Aug. 1, 1911, in the suits against the New York Central Line, which is ordered to put in force a regulation providing for a waiver of the track storage charges in the city of New York on account of weather conditions.

Judge C. L. Lewis of the Minnesota Supreme Court recently decided that railroads have the right to engage in the warehousing business so long as it is incidental to the transportation of freight.

The Interstate Commerce Commission has ruled in an opinion given June 28 that only carriers subject to the interstate commerce act could arrange for interstate shipments, under what have been known as "trans-shipment tariffs," between rail and water carriers.

A carrier is liable for damages resulting from disregard of a shipper's routing, even tho it sends the shipment via a route taking a lower rate to the original billed destination, is the late decision in the case of the Switzer Lumber Co. v. Texas, New Orleans R. R. Co.

New Elevator at McPherson, Kas.

Adjoining the new mill of Colburn Bros., at McPherson, Kas., is the concrete subdivided tank elevator illustrated herewith. It was built by the Finton Construction Co. in 31 days, and has storage room for about 60,000 bus. of wheat. The plant is composed of two round reinforced concrete tanks, which are approximately 23 ft. in diameter and 96 ft. high, while in the space formed by the straight wall and the convex surfaces of the bins is a man lift and the elevator leg.

Each of the two tanks will be divided longitudinally so as to have 10 bins, 5 above and 5 below. The plant is equipped with a track scale and two electric motors, one being 7½, the other 10 H. P. The elevating and spouting machinery was furnished by The Wolf Co. The roof also is of concrete, so that the entire plant is absolutely fireproof, and will stand, even tho all the contents be burned.



Concrete Tank Elevator at McPherson, Kan.

RESHIPMENT ILLEGAL AT NASHVILLE.

The most crushing blow ever dealt to any grain market center is the decision of June 22 by the Interstate Commerce Commission against the practice of re-shipment at Nashville, Tenn.

For forty years Nashville has enjoyed the privilege of rebilling or reshipping grain, grain products and hay, whereby grain moving thru Nashville may be unloaded and held not longer than 6 months and then shipped on at the thru rate from origin to final destination instead of at the sum of the rates into and out of Nashville.

In the complaint by W. S. Duncan & Co., of Atlanta, Ga., against this practice, with the N. C. & St. L. R. R. Co. as defendant, the Interstate Commerce Commission held that the denial of the privilege to dealers in Atlanta, Columbus, Macon, Cordele, Albany, Valdosta, Dublin, Montezuma, Rome and Athens, Ga., constituted an unlawful preference and unreasonable advantage; and ordered that on or before Aug. 1, 1911, the railroads cease from granting the reshipping privilege so long as the same privileges are not granted to the other cities named.

The reason the privilege was granted to Nashville is water competition up the river as far as Nashville. By granting the reshipment privilege the railroads practically destroyed river competition.

About 40 grain dealers will find their business at a standstill on the enforcement of the order, and an investment of several millions in elevator property will be worthless. Opinions of Nashville dealers follow:

Hughes Warehouse & Eltr. Co.: If Nashville suffers, Chicago and others will.

J. A. Williams: I wouldn't be surprised to see Nashville lose and if so we will close up shop.

Nashville Grain Co.: If Nashville is defeated we ought to get after Cairo, St. Louis, Cincinnati and other cities.

Jno. H. Bell: Nashville is really only a co-defendant with the railroads. The latter will take the initiative. Our attorneys are only attorneys for the railroads.

S. C. Wilkes: Atlanta will cut her own throat if she wins as the surrounding towns will beat her. The latter's territory consists of only about a 100-mile radius.

S. S. Kerr: I suppose the railroads will find some way to get out of it if they are defeated, especially the N. C. & St. L., over which 75% of the grain in Nashville is shipped.

J. H. Neill: I wouldn't give 10c on the dollar for ever eltr. in Nashville if defeated. The bats would soon be roosting in them. Cannot see anything but to go to Memphis or elsewhere and go into business.

E. E. Laurent: The railroads must make some arrangement. Nashville is a natural terminal market. If Nashville suffers Chicago and others will too; so it will all be put on a parity and things will be equal again.

According to an official report the area sown to wheat in Argentina is 20% above that of last year.

Feedstuffs

The Tri-State Feed Dealers Ass'n of New York, New Jersey and Pennsylvania will hold a meeting Aug. 22 and 23 at Geneva, N. Y.

The E. E. Delp Grain Co. of Philadelphia and Bourbon, Ind., have been granted the word "Crushota" as a registered trade-mark for horse feed.

Kansas City during June received 960 tons of bran and shipped 4,420 tons; compared with 880 tons received and 7,680 tons shipped in June, 1910, according to E. D. Bigelow, sec'y of the Board of Trade.

St. Louis during June received 67,690 sacks and 158 cars of bran, compared with 88,120 sacks and 109 cars received in June, 1910. Shipments during the month were 250,330 sacks and 850 cars; compared with 265,885 sacks and 420 cars shipped in June, 1910, according to Geo. H. Morgan, sec'y Merchants Exchange.

Feed shippers of Boston are suffering inconvenience on account of the new Maine feedstuffs law which has just gone into effect and provides that every brand must be registered. The law provides that every lot or package of commercial feedingstuff, which is manufactured, sold, distributed, transported, offered or exposed for sale in the state by any person, shall have affixed on the outside thereof a plainly printed statement, truly giving the number of net pounds in the package; the name, brand or trade-mark under which the article is sold; the name and principal address of manufacturer or shipper; a chemical analysis stating the maximum percentage of crude fiber, minimum percentage of crude fat, and minimum percentage of crude protein (allowing 1 per cent of nitrogen to equal 6¼ per cent of protein) which it contains, all three constituents to be determined by the methods adopted by the association of official agricultural chemists; if the feed is a compound feed, the name of each ingredient contained therein; and if artificially colored, the name of the material used for that purpose. If the feedingstuff is sold in bulk or put up in packages belonging to the purchaser, the seller shall upon request of the purchaser furnish him with a copy of the statements named in this section.

Montreal, Que.—William G. Marshall, member of the Montreal Board of Trade, and widely known in the grain and flour trade of the country, was carried out by an undertow at Old Orchard Beach, July 1, and drowned. He was 48 years old and for the last 30 years had been associated with his father's business established 52 years ago. He came to this city 17 years ago, after having entered into partnership with his father while in Stratford, Ont.

Duluth, Minn.—Grain receipts in June aggregated 1,739,760 bus. of wheat, 470,600 of corn, 586,633 of oats, 575 of rye and 819 bus. of flaxseed; compared with 1,649,704 bus. of wheat, 323,737 of corn, 285,141 of oats, 28,181 of rye and 1,146,484 bus. of barley in June last year. Shipments included 2,368,176 bus. of wheat, 203,132 of corn, 529,801 of oats, 190 of rye and 1,130 bus. of barley; against 1,745,700 bus. of wheat, 269,286 of corn, 925,963 of oats, 86,165 of rye and 1,365,250 bus. of barley in June, 1910.—Chas. Macdonald, sec'y Board of Trade.

Railroad Held Liable for S/O Bs/L.

Last week a jury in the New York City Supreme Court awarded a verdict for \$91,000 to Elizabeth H. Denike, assignee of the claims of Otto Keusch, a New York City grain merchant and the Corn Exchange Bank. The Bs/L were issued by the Delaware & Hudson R. R., in the name of Durant & Elmore Co., and have been looked upon as a direct result of carelessness, lax methods and a desire to favor a friend, if not a confederate. Other suits similar in character are now pending against the Delaware & Hudson, the trial of which will probably take place in the fall.

It came out in the trial that H. C. Palmer, while in the employ of the Delaware & Hudson as its freight agent, signed blank bills of lading in bunches and turned them over to Gibson Oliver, treasurer of the Durant & Elmore Company, who negotiated the documents, securing large advances of money from his customers without delivering the grain. It was shown that the practice resorted to was to draw drafts on two or more concerns for the value of a single shipment, filling out the bills of lading to suit. In that way one customer would actually receive the goods, while the other would not. Never suspecting the fraud, Mr. Keusch and other grain buyers paid the drafts sent by Oliver and used the railroad documents as collateral in securing money advances from local banks.

Palmer and Oliver were indicted for grand larceny subsequent to the bankruptcy of Durant & Elmore and are still out on \$10,000 bail each.

It was shown at the trial that Thomas B. Nichols, assistant cashier of the Produce Exchange Bank, who was interested in bills of lading issued by the Delaware & Hudson, had written a number of letters to the railroad company inquiring about the genuineness of the documents and asking it to guarantee them, but never received a reply. This was brought out in order to refute the contention of the defendants that Mr. Keusch should have made due inquiry when the grain in question did not arrive. Other correspondence was put in evidence in support of the claim that the New York dealer had carefully investigated the matter when he failed to receive a carload of goods for which he had a bill of lading. Mr. Keusch testified that in answer to his letters Oliver wrote to him saying that he was adjusting an advance in freight rates that in one particular instance he sent a check, releasing the New York merchant from the transaction and asking him to return the railroad document and draft.

Gladbrook, Ia., July 10.—Oats being cut and seem rather light in weight. Had a good rain and corn is looking good.—Dreesen & Rehder.

Toledo commission on small lots of futures has been increased. Single thousands will be \$2.50, which pays for buying and selling. The rate on lots of 2,000, 3,000 and 4,000 lots will be \$1.50 per thousand. The rate on 5,000 lots will be \$6.25, but the special rate to members of other exchanges has been abolished. Members of the Produce Exchange will receive half of the above rates.

Oklahoma City, Okla.—Wheat is yielding 6 to 25 bus. per acre, testing 55 to 62 lbs. If we could get rain we stand a chance to raise corn in northern Oklahoma. A great many of the line elevators are preparing to close, where the wheat crop was light and the corn has been burned up. The oats crop also is a failure except in the extreme eastern and northeastern part of the state.—X.

THE ACIDITY OF CORN.

BY E. J. WATSON,

Commissioner of Agriculture of South Carolina.

In view of the great ignorance of modern scientific exact methods of determining the deterioration of corn, to which you have called my attention, and to which my attention has been called more particularly by the character of letters that I have received from shippers in all parts of the Middle West, I am availing myself of the opportunity you afford to make this entire matter perfectly clear and to present the method of determination, which we are now employing in our laboratories, and using in connection with the standards for grading, fixed by the Grain Dealers National Ass'n, the results in every instance running hand in hand.

When I asked our State Legislature, in the exercise of the sovereign police power of the State, to put a provision in the new law we were then enacting, which, by the way, is almost verbatim the law recommended by the American Ass'n of Agricultural Chemists and Officials for use in all the States, I did so because of the fact that all around me there were dying by the scores, horses, mules and hogs, whose deaths were traceable directly to the feeding of rotten corn, and all around me were people contracting and suffering from a loathsome and incurable disease, which the medical profession and all other professions and scientists had failed to connect, and have failed as yet to connect, with anything other than the consumption of spoiled corn.

The clause in the new law that I refer to, provided for the handling of all whole grains when in such condition, as determined by inspection, to be unfit for food purposes, mixed or unmixed. Under existing standards and methods of grading on this continent, there was no means of determining definitely and accurately when the corn, or any whole grain was in such a damaged condition as to be dangerous to life. It was my official duty, therefore, to ascertain an exact scientific method of examination and inspection, which would determine with exactness the point of danger to such an extent as to make testimony, given after such an examination, be so definite and complete from a scientific standpoint that it could stand the run of any Court, State or Federal.

It had been my good fortune to study, at first hand, abroad, the exact methods employed in both Italy and Austria, where those governments carefully control the quality of the corn, and suspected corn is examined by skilled government experts. Fortunately just about the time we had to undertake this work the United States Bureau of Plant Industry, having had O. F. Black and C. L. Alsberg, expert chemical biologists, at work on this subject, issued its Bulletin No. 199 on Dec. 16, last, giving to the people of this country exactly the same thing in all of its detail and backed by all of the world-scientists who have been at work upon the problem.

The possibility that spoiled corn may possess poisonous qualities seems to have passed unnoticed in this country. Whether or not spoiled corn is the cause of the disease known as pellagra, it was very clear that spoiled corn was as undesirable as any other spoiled food. As Alsberg says, "Here the economist, hygienist, and the agriculturist meet upon common ground." If the hygienist should condemn corn as corn it would react upon the agriculturist by narrowing the market for the country's chief crop. It is, therefore, of the utmost importance to the agriculturist that the deterioration of corn be investigated in all of its bearings in order that he may learn to avoid the causes of the spoiling of corn, and that the consumption of spoiled corn by man may be eliminated. Ultimately this will be to the interest of all classes, whether growers, middlemen or consumers. To bring about this result it must be possible to detect deterioration in corn.

It has long been recognized that it is extremely difficult to detect the spoiled grains that have been mixed with good corn, and it is even more difficult to detect the rotten material when used in the baking of meal.

The U. S. authorities, after a careful study of the European methods endeavored to present an exact method, enabling manufacturers of human food, public health officers and shippers of whole corn to judge of the quality of corn and corn meal. As the Federal officers say, in this country, where the examination will be made in most cases only upon the initiative of private individuals, many of the tests applied would often be of little service because they

require a considerable degree of chemical and bacteriological skill. What seemed to be needed in this country was an adequate test of so simple a character that it may be applied by the shipper, the manufacturer, the health officer or the consumer, in determining whether products or purchases are fit for food.

To quote Dr. Alsberg, "such a test is that by the writers to be the determination of the acidity of corn. This is a well known test in both Italy and Austria, where much stress is laid on its importance. In this work it has been found the most reliable means of distinguishing good from bad corn. All corn is somewhat acid, not necessarily to the taste, but to chemical reagents. Since the spoiling of corn is due to fermentation processes, in which acids are among the products, the extent to which this deterioration has progressed can be measured by the amount of acid present. It becomes necessary then only to fix a standard of acidity above which corn should be considered unfit for food."

We have adopted the exact uniform method, being now generally used as the most modern method known in the world, and, as I have said, the results from this method invariably run hand in hand, in our laboratories, at least, with the grading according to the standards of the Grain Dealers National Ass'n.

Carried out, according to this method, the determination of the acidity of corn is easily made. Any pharmacist ought to be able to carry it out accurately, for it is far and away easier than to determine the acidity in gastric juice, a determination with which every physician is familiar. Graduates in pharmacy will find no trouble in detecting it and it is suggested that shippers of corn and manufacturers of human food from corn, and other persons who do not wish to bother with these determinations might have them done by the local pharmacist.

Before going further, as you request, I wish just here to incorporate, in detail, in condensed and simple manner, but in absolute completeness the exact method that I have referred to, and which we have adopted, and are using today. As you will see, it is over the signature of this Department's Chief Chemist, who has had very large experience in dealing with the Middle Western food stuffs in one of the leading Middle Western States in an official capacity:

METHOD OF DETERMINING THE ACIDITY OF CORN. APPARATUS NECESSARY.

One graduated burette.

One or more 50 cubic centimeter graduated glass flasks fitted with ground-glass stoppers.

One or more 5-inch glass funnels.

One filter stand or some appliance for holding funnel while filtering.

Three-inch filter paper, preferably folded filters.

One or more 25 cubic centimeter graduated glass cylinders.

If whole corn is to be examined, a mill is necessary—a drug or coffee mill will do.

REAGENTS NECESSARY.

Neutral alcohol. Such alcohol may be obtained from dealers in fine chemicals. If no neutral alcohol is at hand, it may be readily prepared by the distillation of the ordinary 95 per cent alcohol with the addition of unslaked lime. A few lumps of quick lime are put in a still or retort of copper or iron; the alcohol is poured in and the still connected with a water-cooler condenser. The so-called Liebig condenser is good for this purpose. The connections may be made with suitable bent glass tubes and cork or rubber stoppers. A receiving vessel is placed under the open end of the condenser to catch the alcohol. The still or retort is then heated with a non-luminous flame till the greater part of the alcohol has boiled over. All the alcohol can not be recovered because of the danger of burning the still. An ordinary kerosene can may be used as a still, the spout of the can being connected with the condenser. If no vessel suitable for use as a still is at hand, a glass distilling flask may be secured from a dealer in chemical apparatus. It is best to use those made of Jena glass. The glass must not be heated directly, but must be heated over a water bath in the manner of a double boiler. To accomplish this it is immersed up to the beginning of its neck in some sort of kettle filled with water. The heat is then applied to the kettle. The flask is touched only by the boiling water. Care must be taken that the flask does not break, for then there is danger of setting the alcohol on fire. A fire of this kind is best put out by smothering it with sand, a small keg of

which should be kept handy.

A solution of phenolphthalein as indicator.

Distilled water.

Twentieth normal caustic alkali (NaOH or KOH). This, too, may be purchased from dealers in fine chemicals. Only small quantities should be purchased or made at a time, as it deteriorates in a month or two, even if tightly stoppered, when it should be replaced with fresh solution.

PROCEDURE.

If the sample to be tested is whole corn it must first be ground until all of it can be passed through the 20-mesh sieve. For this purpose a fair sample should be made, taking it from different parts of the lot—the bottom as well as the top. The sample should not be too small. It should consist of at least 500 kernels. If it is meal no further grinding is necessary, but the sample should be a mixed one, consisting of portions taken from different parts of the sack. Ten grams of the thoroughly mixed sample are weighed out and transferred to a cubic centimeter graduated flask fitted with a ground-glass stopper. The flask is then filled to the 50 c.c. mark with neutral alcohol of a strength of 85 per cent by volume. After the addition of the alcohol the flasks are allowed to stand for twenty-four hours at room temperature with an occasional shaking. At the end of that period a dry filter paper is placed in the glass funnel and the stem of the funnel brought over the 25 cubic centimeter cylinder. Then the clear liquid in the 50 c.c. graduated glass flask is poured into the dry filter and collected in the graduated cylinder. When this is filled to the 25 c.c. mark, the contents should be transferred to a small flask or beaker.

The alcohol adherent to the inside of the cylinder is rinsed into the beaker with a little distilled water. From 100 to 150 c.c. of distilled water and a few drops of the phenolphthalein solution are then added to the liquid. The burette, which must be clean and dry, is filled to the zero mark with the twentieth normal alkali solution and the alkali allowed to run drop by drop into the beaker, the contents of which are continually stirred, until the first permanent pale-pink coloration of the whole liquid appears. The number of cubic centimeters run into the beaker is then read off on the burette. The number of cubic centimeters twentieth normal alkali solution used, multiplied by 10, gives the acidity of 1,000 grams (1 kilogram) of corn in terms of cubic centimeters, normal alkali. The results given below under the head of acidity are calculated on this basis. It is to be noted that on the addition of the 100 to 150 c.c. of distilled water to the 25 c.c. of alcohol extract, some zein (the alcohol-soluble protein found in corn) is precipitated, giving a cloudy appearance to the solution, but this cloudy appearance wholly or partly disappears on the addition of alkali from the burette, so that the pink coloration which marks the end point of the operation is quite obvious.

Having determined the acidity of the corn sample in terms of cubic centimeters of normal alkali, the question that next arises is whether the acidity found is that of good corn or is greater than it should be. It has been found that the acidity number of sound corn ranges from 13 to 25; i. e., it required from 13 to 25 cubic centimeters or normal alkali to neutralize the extract from 1,000 grams (1 kilogram) of sound corn. It is necessary, however, to allow for a certain amount of variation in the corn, so that 30 cubic centimeters may be fixed upon as a safe limit. This is the limit adopted by Schindler, the Austrian authority. The writers decided to calculate the acidity on a basis of 1 kilogram (2.2 pounds) to bring the figures into conformity with Fuller's scale, now very generally employed by bacteriologists.

We find at this laboratory that the per cent spoiled corn and acidity test run parallel with each other.

A. C. Summers,
State Feed Chemist.

The question of moisture is not of such vital interest, since moisture content is easily determinable. It is, however, of great concern to the shipper in that excessive moisture content is necessarily the chief factor in causing corn to spoil. Thoroughly air-dried corn contains about 12%. Corn with a much greater moisture content has neither been harvested too soon, as is often necessary in cold wet seasons, or it was shelled without adequate curing on the cob. Storage, under conditions which do not protect corn from the weather, may, of course, increase the moisture content. Such corn is particularly liable, given a favorable opportunity, to heat and ferment, and then begins the fermentation and formation of acids, and the fungi that

cause the trouble. Curing prior to storage should always be insisted upon by all people who purchase for shipment. Corn will then be in excellent condition, fit for any use.

If the growers and handlers of corn for shipping purposes would dry the corn adequately it would result in a great addition to the wealth of the country without regard to the dangers to the public health of human beings and animals from the consumption of spoiled corn. There would be less deterioration in transit and storage, some of the millions of gallons of water annually hauled from the corn belt, in the form of moisture, would be left at home. Transportation charges would be most materially reduced, and then it should be remembered that the germ in the corn kernel is a living thing, and that immaturely curing this germ can reduce the food power of the product.

I do not feel that it is necessary to go into all of the bacteriological and other phases, for we are not making use of them. We are, however, using the acidity test because of its absolute scientific exactness, and in cases of doubt we are giving the benefit of the doubt to the shipper. We are using the standards adopted by the Grain Dealers' National Ass'n, and we do believe, from what we know of spoiled corn and its effect in this State, which up to a year ago was absolutely unprotected territory for all classes of commercial feed stuffs and had become such a dumping ground that millions of dollars of damage was being done annually to the agricultural consuming interests of the Commonwealth, that we are getting at the thing in the right way.

I have explained to the trade time and again that we are not after enforcing any harsh measures, but in the matter of affording protection under the law to the people of this State we are unalterably determined to put a stop once and for all, in the exercise of the police power of the State, to dishonest dealers unloading upon the unsuspecting people stuff so rotten that it would not even grade a No. 4.

I showed to the representatives of the various grain exchanges at the meeting in Nashville specimens of the class of stuff we had taken off the market in this State, and I am willing to take any one to our warehouse and show them stuff that no honest man would dare attempt to feed to any kind of a living thing.

I have had one or two cases of agents of shippers when the corn had been refused even for the purpose of being fed to hogs, make the bald statement "that he would ship it back to a mill, grind it into meal, and send it back and make the same people in the same community eat it." Things had become so flagrant in this State that firm and decisive action was demanded and this Department, being clothed with the sovereign police power of the State, and disposed to exercise that power with exact justice as between all parties concerned, has adopted what is today the only known thoroughly exact test and is applying it without fear or favor even to the point of standing between the distant shipper and the local jobber or consumer who may try to make use of the law to beat down grades upon the allegation that the stuff received was of a lower grade than that the shipper agreed to send. This we have had in several cases.

To sum the whole thing up we have simply done what every State in the United States should do for the public health and the public welfare, what the honest grain dealers and shippers of the United States ought to do for the sake of the standard of their own trade, what they ought to do to drive out the cut-throat competition of dishonest dealers and shippers, and what is the only thing science holds today to force the producer to properly cure his stuff before he sends it out to go into the stomachs of man and beast.

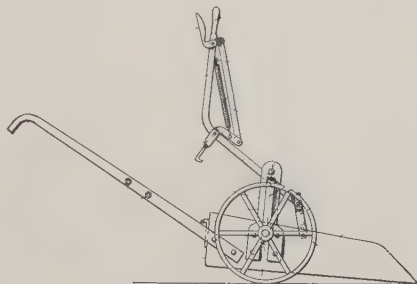
We are applying Science for humanity's sake, and we are going to continue to do it until rotten food stuff is driven from the borders of this State. All the shippers in the United States to the contrary notwithstanding. Those shippers, however, are going to receive fair, honest and impartial treatment, and any man who ships corn into South Carolina that comes under the Grain Dealers' Ass'n's standards, and grades a No. 3 or above, need have no fear of his stuff being molested by the authorities of this State.

Now I trust I have made this matter perfectly clear. It is one of more far-reaching importance as I said in the beginning than even the honest shipper realizes. It is one affording ample protection. It is one making for the maximum benefit of the country at large, and tending to improve the quality of the products that we raise and furnish to our fel-

lowmen and the people of other Nations. It is one that demands the attention we are giving it, and, while at present South Carolina is the only State on the American Continent that is giving this matter this full attention, I believe that in a very few years everybody concerned will see the wisdom of it, realizing its vast importance, and insist upon its adoption by every State in the Union.

PUSH SCOOP FOR GRAIN Elevators.

The back-breaking job of shoveling grain is made an easy task wherever the device illustrated in the engraving here-



Wheeled Grain Scoop.

with can be used. It puts the weight of the grain on wheels so it can be trundled along a considerable distance with not more difficulty than freight packages are pushed through warehouses on the familiar hand truck.

The scoop is rigidly riveted to a pair of handle bars with which the operator shoves the scoop into the pile of grain. The full scoop is then raised above the floor by means of the lever above and hooked up in that position while traveling. This vertical movement is obtained by the axle support being slotted, the slotted plates on each side of the scoop being riveted rigidly to the scoop.

Letters patent No. 996,596 in the United States and Canada have been granted for this invention to Charles H. Lindner, of Bucyrus, O. Mr. Lindner is pres. of the Valparaiso Grain & Elevator Co., in whose plant at Bucyrus the device is in constant use. It has been found a great labor, strength and time saving appliance. One man unloads with ease 1,000 bus. of grain in 2 hours and 30 minutes.

BURNING OF ELEVATOR AT Battle Creek, Mich.

The large transfer elevator of McLane, Swift & Co., at Battle Creek, Mich., was completely destroyed by fire on the morning of July 1.

No one was in the plant at 5:30 a. m., when workmen in a nearby factory discovered the cupola blazing. Soon the flames burst out of the ground floor, the cupola fell down thru the building and later the structure fell over on one side, the engraving herewith showing the fire at its worst.

The house had been cleaned of dust the day before and the electric wiring was practically new. The origin of the fire is a mystery.

It is very unfortunate for the firm to have the fire at this time of the year. It was busy transferring 12 to 15 cars of grain daily, being located advantageously between the main line of the Michigan Central and Grand Trunk Railroads. The house was completed about three years ago by the Burrell Engineering & Construction Co. Its capacity was 60,000 bus., and the contents at time of the fire was 25,000 bus., mostly corn. The loss on the building was \$30,000 and the losses on building and grain were fully insured. The firm is continuing its business, handling shipments both direct and thru Battle Creek.

The plant will be rebuilt, probably of cement concrete.

Melvin G. Huey, a farmer near South Bend, Ind., is credited with producing on a wager red, white and blue corn, which he will send to Indianapolis for exhibition at the state fair.

Senator McCumber of North Dakota has proposed the following amendment to the Canadian reciprocity agreement: "That any or all of such articles so enumerated in the agreement that may have been imported into the United States under bond and that may be held in bond or in any bonded warehouse in the United States at the time this act shall go into effect shall not be exempted from the duty now imposed by law, and the full duty so imposed shall be levied and collected on all such articles held in bond in the United States when sold for delivery in the United States."



Burning of McLane, Swift & Co.'s Elevator at Battle Creek, Mich., July 1.

Colorado Grain Dealers Association Meeting in Denver

The 4th annual meeting of the Colorado Grain Dealers Ass'n was called to order at 1:43 p. m., June 23, by Pres. Andrew McClelland of Pueblo, Colo., in the Assembly Room of Denver's new Chamber of Commerce.

After the roll call Pres. McClelland delivered an address of welcome, urging fraternity and unselfishness in business relations.

The minutes of the last meeting were read by H. A. C. Mathew, sec'y of the Denver Credit Men's Ass'n, and accepted.

Pres. McClelland called for comite reports. The only one to report any business the past year was the Legislation Comite. Chairman H. H. Seldomridge of Colorado Springs explained Senate Bill 183 regarding the protection of the shipper in relation to railroads. This bill allows produce seller to notify railroad that goods are delivered to it, and bonds as security protect grain dealer from any loss. This bill owes its passage to the Colorado Grain Dealers Ass'n and the assistance of the Credit Men's Ass'n.

B. T. Westbrook of Omaha responded to the address of welcome for Nebraska dealers and W. C. Goffe responded for Kansas City.

Geo. F. Ady of Denver delivered an address from which we take the following:

The Ass'n and Its Work.

It is the belief of the committee that the good to be obtained from meetings of this kind is not from long talks, but from the different members, each one participating in the meeting, and it is our idea to give everybody here a chance to talk as many times as they want. Some one asked a preacher what kind of a time he had at a conference he had just attended and he said, "I had a fine time—I spoke nine times."

This Ass'n was organized about eight years ago. After holding a couple of meetings nothing further was done until three years ago. Since then we have held meetings every year, and we are glad to say that every meeting seems to have been better than the one preceding it.

The prime object of the organization is to establish a better feeling between competitors and also between shippers and customers and ourselves. We believe the more you see of your competitor and the better you become acquainted the easier you will find it to get along with him. You have all known a great many instances where you were terribly afraid of your competitor, but when you became acquainted you found he was not half as bad as you thought and he found you were not a quarter as bad as he thought. Where people do not get along it is almost invariably because they do not get together and have heart to heart talks.

The motto of this organization is "A square deal to everybody," and we as an association will guarantee that any business transaction with any of our members will be handled on a strictly business and honorable basis. Any one having transactions they feel are not on that basis in every particular, if they will take it up with the association we will see that matters are adjusted to their satisfaction. Any member belonging to this organization agrees to arbitrate any difference that may come up and to abide by the decision of the arbitration committee. We have settled a great many disputes amicably this year that possibly would have lead to loss of business between the parties.

Insurance: I want to call your attention to one more matter in which I believe a saving can be made of more than enough to pay the dues from year to year. This is to establish a mutual fire insurance company. This can be done with little or no expense, as the average rate is about 3%. We could easily get 100 plants to come into this, and each one paying \$10.00 would

make \$1,000. In case of a total loss on one fire we would have to assess \$10.00 on each policy; in case of two total losses we would have to assess \$20.00; in case of three losses we would have to assess \$30.00. An assessment would have to be made when we started in so that in case of fire we would have the money on hand. This association has \$1,000 on hand, part of which could be diverted to start this plan with a little fund. The saving on these hundred policies would be about \$3,000 if we had no fire. We could do this business cheaper than the regular companies because we would have no expense. I would like to see a committee appointed at this meeting to go into this matter in detail, and to submit a plan to our members in the near future.

This is your association. It does not belong to any one man, or set of men. It belongs to you, and we want to hear from everybody here who has a suggestion to offer for the good of the association or for the good of the grain trade in this western country. That is what will make a good meeting. Each one of you has some idea that will be of advantage to the balance of us, and I would like to have the advantage of hearing from you. Whatever is for your good is for our good.

H. H. Seldomridge led a lively discussion on Under What Conditions Should a Buyer Unload a Car Without Shipper's Consent, that does not Grade in Accordance with Contract?

Mr. Seldomridge: Any dealer would know what to do, and best authorities agree it is right for receiver to unload car after proper proceeding and conditions. Colorado is receiving off-grade grain in every shipment, and I believe it is the duty of every receiver to inspect grain at destination, and immediately notify railroad and shipper as to conditions of grain and car.

It is a hard place for a grain dealer to be in, but there is an improvement in the grain being shipped.

We need modern facilities for the protection of ourselves, and it will not be long before we shall have an inspection department, as in preceding years it was, *how?* but now, *what?*

Colorado grain dealers have no given set of rules to follow. Every grain dealer has his own.

There is a big development in Colorado; the consumption of grain is becoming larger, and Colorado grain dealers are beginning to see the benefits derived thru co-operation.

Many thought the discussion settled when Mr. Seldomridge sat down, but after J. A. McSwiggen of Denver explained why the comite had picked this topic things began to liven up between the Nebraska shippers and the Colorado receivers.

Mr. Seldomridge announced that he for one had not come to kick.

J. K. Mullen of the Colorado M. & E. urged the Nebraska, Kans. and Colorado grain dealers "to get together."

Adjourned to 1:30 P. M. Saturday.

SATURDAY AFTERNOON SESSION.

The meeting was called to order by Pres. McClelland promptly at 1:30 P. M. He called for the Treasurer's report, but Jas. A. Jamieson having misplaced his paper gave the following figures:

Cash on hand, \$786.16; 1909 dues unpaid, 9 members; collections for 1910, none.

Geo. F. Ady moved that the report be accepted. Carried.

Mr. Malhew read a letter from W. H.

Olin regarding the Colorado Oat Trophy urging grain dealers to do all in their power to bring the Oat Trophy to Colorado from the National Corn show.

Mr. Olin explained how it would benefit the grain dealers of Colorado and asked for the assistance of the comite on grain improvement.

Referred to the Executive Comite.

Pres. McClelland announced the election of officers, and only seven directors being nominated to fill the seven vacancies, the election of directors closed.

The directors elected for the coming year were: J. D. Best, Geo. S. Clayton, Jas. A. McSwiggen, Denver; H. H. Seldomridge, Colorado Springs; C. A. Jamieson, Trinidad; Andrew McClelland, Pueblo; S. B. Bell. The committee retired to select officers.

While the directors were electing the officers, Mr. A. W. Plumer led a discussion on Is It Good Business to Buy Grain on Terms, Demand Sight Draft and Sell on Thirty Days' Time, as we are now compelled to do under existing conditions? From which we take the following:

It is not good business to buy grain on sight draft, because they catch us coming and going, and it is undoubtedly true that the Kans. and Nebr. shippers think it is. They compel us to come to their terms, which are their weights and grades, sight draft attached to B/L.

If a car of grain passes the above is all right, but if it does not all is wrong.

It is up to Denver and Colorado receivers to demand a little consideration in weights and grades and 30 days' time.

Some of the best firms in Kansas and Nebraska are using destination weights and grades, and I think it is up to us to compel those firms not doing so to take our weights and grades and not those of some little country station.

Pres. McClelland announced the election of officers by the Board of Directors as follows: H. H. Seldomridge of Colorado Springs, Pres.; J. A. McSwiggen of Denver, V.-Pres.; J. D. Best, Denver, sec'y, and T. L. Jamieson of Trinidad, treas.

Upon motion of Mr. Ady a vote of thanks was tendered Ex-Pres. McClelland for his services.

Mr. McClelland thanked them for their kindness, stating that results had not been great, but everything went smoothly and he was glad.

J. E. O'Connor, formerly attorney for the Denver & Rio Grande Ry., but now holding a similar position with the Colorado M. & E. Co., spoke interestingly on Freight Claims, Both Sides of the Question, from which we note:

I do not propose to give you a remedy for the discord which exists between the grain dealers and railroads, I can only advise.

Probably the first thing one must consider in making a claim is the nature of the contract in relation to the claim. The railroad contracts to carry safely and deliver at a reasonable time at a reasonable place.

One fault of many shippers is the lack of knowledge in making shipments and claims.

I would advise with the presentation of a claim to railroad agent affidavit of weight, original or copy of B/L and car No. attached to claim. This will greatly shorten the time between filing and collecting your claims.

Subordinates of railroad claim agents are not overly intelligent, and it is known that a great number of claims are not

seen by the agent. I advise that one always send his claim to the agent personally, as it will then be sure to gain his attention.

Transportation buros do more to keep the claim dept. in a turmoil than the claims do. I recently heard from a claim agent that out of 160 claims received from one of the buros in a week 50% were under one dollar and one was for 3 cents.

The great number of fraudulent claims presented to the agent causes his suspicion, and I advise a little more exactness or conscientiousness in making claims, and then file them with the agent himself, and I venture to say you will receive better results, also eliminate some of your work and his.

Many people have a wrong idea of what "F. O. B. Denver and right of inspection" means. It means nothing more than in case of seller and purchaser, either one must take liability.

Many believe price "F. O. B. Denver" means that after car is loaded shipper has sold the car and is exempt from any liability, but receiver has right to inspect and reject at destination if car does not come up to contracted grade. A right of inspection is given any man. In a grain transaction two contracts are used, one between shipper and consignee, and the other between the railroad and either of the other two.

Some claim right of inspection is not allowed at destination, or vice versa, but right of inspection is allowed unless otherwise provided in contract.

"F. O. B. Denver" does not mean that delivery is made at Denver.

J. A. McSwiggen, Denver, led the discussion on "Are Colorado Dealers Entitled to Buy Grain f. o. b. Destination? If not, why?"

Mr. McSwiggen: I want to know the sentiment of the Colorado grain dealers present in regard to sight draft payment.

We sometimes wait from one to two weeks for our car to arrive, yet the shipper has his money the day he loads his car. Why shud we lose the interest on our money for two weeks? We ask the Nebraska dealers' view of this practice.

Mr. Slater: If it takes 3 days for a car of grain to come thru from Omaha, it is not our fault. The transportation company may hold a car at some point in between for two weeks.

The time between receiving letter with draft thru the mail and the time you receive the car cannot be great. We ship this way to other markets, and why shud Denver be an exception?

Mr. Ady: I do not think Nebraska dealers shud need to help us decide this question. It is for us to make the terms, and I feel sure they will follow them.

J. L. Barr read a paper on Shud Shippers Settle our Destination Weights if all Weights indicate destination weights are correct, Even tho bot on Shipper's Weights? From it we take the following:

Shud Shippers Settle on Destination Weights?

Should shippers settle on destination weights if all weights indicate destination weights to be correct, even tho bot on shipper's weights?

There is only one answer to this question, namely, YES!

If business men are honest with each other and themselves, and properly equipped to weigh at both ends of the line, it has been our observation that there never is any difference to mention between shipper's weights and destination weights. providing, of course, that the cars arrive in good order.

The first and most important point I

have mentioned, namely, HONESTY with each other. The second is to have the proper weighing facilities installed.

The installment of scales has never received the attention it is entitled to from those who are engaged in the grain business. Almost any scale will weigh correctly when properly installed.

The writer will venture the remark that not over 75 per cent of the scales installed for weighing in elevators, warehouses, etc., have the proper foundations, or have been intelligently placed in these houses to weigh accurately.

Few business men will go to the expense that is necessary to install their scales properly, one of the most important money making features in connection with their plants.

The satisfaction a properly installed scale will give, and the reputation for honesty in business methods can hardly be estimated. It is not actually recognized by the majority of business men. There is too much of a tendency to cheapen this most important feature of operating a plant.

Not 90% of the scales installed in the top of elevators (and furnishing the weighing facilities of the house in which they are installed) will weigh correctly for any length of time, because in loading and unloading the house the settlement which takes place unquestionably and constantly unfits the scale for weighing accurately, and consequently, it is a physical impossibility to obtain correct weights.

Now comes the question and point of what weights we in Colorado should accept and be willing to settle on, as well as you gentlemen from various other states who are shipping to us.

My opinion is that when proper facilities are installed in a plant, and this is clearly shown and proven to you by actual business, that the Eastern Shipper should be willing to settle on destination weights. My reason for taking this position is as follows:

Hardly a Line Company or individual operating or doing business with us can honestly claim that his weights are absolutely correct. We, in Colorado, years ago were in very much the same position for the reasons explained above, and yet our facilities for weighing have always been adequate and liable to be correct, because most of the plants here are large plants and have practically the same weighing facilities that you have at your terminals.

This cannot be claimed by you for your country houses, from which 90% of the grain you ship to this state originates. We have found little trouble with your shipments forwarded from terminal points, such as Omaha.

Why you should expect and demand that we pay in full on basis of your country point weights, is clearly arbitrary on your part. You are not able to ship from and receive settlement on basis of your country weights in any other market in the country except in the West. This you have made a practice of demanding for years, and we have submitted principally for the reason that we had not then in all cases adequate weighing facilities. Yet they have always been far better than those of your country houses. Matters have gone along in this way, and your unjust position has been burdensome and altogether unfair.

We take the position now that we are entitled to, in fact demand as much consideration, courtesy and confidence as you are giving and practicing every day with your Eastern Buyers.

We, in Colorado, to accomplish anything along this line must outline and establish something definitely in the form of rules governing weighing, inspection and grades, and conforming exactly with the rules regulating weighing, inspection and grades, for example in Nebraska and Kansas, particularly covering grain coming in from these States, and also make rules to suit grain grown in this State and west reaching this market.

Until we have something to present to the outside shippers that is reasonable and definite as to what we want, they are not in a position to say to us whether they will accept our terms or not.

These rules governing weights, grades and inspection must be reasonable to all concerned. We, in Colorado, as an Ass'n, must agree to comply absolutely with the rules and regulations that are laid down by this Ass'n governing the weighing, inspection and grades on which it is established. If we find that any of these rules or regulations are arbitrary or unreasonable we can change them to comply with the conditions as they come up.

There is no reason why we should discuss from time to time these matters with our Eastern friends without first pre-

senting something definite to them to consider and comply with if they will.

E. T. Westbrook, in behalf of the Nebraska dealers, thanked the Ass'n for the profitable time afforded them.

B. A. Gibson, Monta Vista, thanked the Ass'n in behalf of Colorado dealers.

Adjourned sine die.

Everybody then removed to "White City" to sit down to a "mountain sunset dinner," which surpassed any that many had seen. A "Pass Book" entitled holders to all the sights and performances.

Convention Notes.

Did they get your glass back? Not mine.

Now let me think. Was M. C. Harrington there?

Everybody sat down to "handout" supper at Midland Park.

Room 2, Chambers Hotel, contained the "conventional" bathtub.

W. C. Buchan, of Richardson Scale Co., distributed pocket rules.

Beg pardon, is your wife here? Well, (pause) yes, maybe she is.

Wichita presented W. F. McCullough of the McCullough Gr. Co., Mr. Smith, H. L. Stover and Eugene Kelly.

Every grain dealer registering received a card to the Colorado Traffic Club extending the courtesy of its quarters for two weeks.

The Longmont Farmers' M. & El. Co. presented the guests with a Japanese novelty, which could be used as a fan, bouquet, plume or a duster.

Omaha sent J. T. Buchanan, E. H. Weckbaugh, J. A. Linderholm, O. M. Smith and J. F. Westrand.

Both Friday and Saturday nights the guests were presented with pass books to everything from "soup" to the "old mill" at Elitch's Garden.

The sun set Saturday night on a dinner party that concluded one of the most enjoyable and interesting entertainments ever attempted.

An average cost of 1 1/4 cts. per bu. for handling grain was reached thru asking grain dealers present as to their own figures on the subject. One figure was presented at 1 ct. per bu. and several at 4 cts.

Builders and supply men in attendance were R. M. Van Ness, W. C. Bailey, repre. York Foundry & Engine Works, and W. C. Buchan, reptg. Richardson Scale Co.

From Nebraska were W. T. Barstow, and E. J. Herring, Lincoln; C. M. Blanchard, Newton; A. C. Leflang, Lexington; J. J. Ortdick and C. E. Pearse, Madison; F. J. O'Donnell, Stratton; J. M. Sewell, Hastings; H. O. Shaaap, David City; E. J. Slater, E. A. Twidale, Hastings; E. J. Taylor, Loup City, and W. F. Wood, Haigler.

From Kansas City were G. E. Cooper, W. C. Goffe, E. C. Kruse, F. B. Logan, G. A. Moore of Moore-Lawless Grain Co., Wm. Murphy, and W. M. Sloan, reptg. Grain Dealers Fire Ins. Co.

From Colorado were R. M. Benton and J. W. Heskett, Milliken; J. L. Eaches and W. C. Jackson, Ft. Morgan; B. A. Gibson, Monta Vista; J. F. Hays, Longmont; L. M. Hunt, G. H. Pattison, H. H. and C. B. Seldomridge and W. A. Robinson, of Colorado Springs; Andrew McClelland, J. F. Sprengles, C. J. Sweeney, Pueblo; O. L. Mitten, Wray; M. L. Losey, Eaton; W. W. Sickels, Hillrose; S. L. Mallo, Sterling, and G. M. Spaulding, La Junta; J. O. Stearns, Carson City; J. L. Jamison, E. P. Conger, Trinidad; H. A. Lovejoy, C. E. Williams, Berthoud; H. E. Kelley, Loveland; R. J. Leach, Littleton.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The Darrah Warehouse Co. will build an eltr.

CALIFORNIA.

Escondido, Cal.—The Escondido Lbr., Hay & Grain Co. will replace its steam roller mills, recently burned, with a reinforced concrete building, 60x100 ft., equipped with up-to-date machinery.

Wilmington, Cal.—A method by which the California & Oregon Grain & Eltr. Co., a subsidiary corporation of the Globe Grain & Mfg. Co., may establish an eltr. on the Wilmington Channel, on property involved in a pending tideland suit, has been explained in an opinion rendered the Harbor Commission by Special Counsel Hewitt. The company asked the city to take over its 30-year lease from the Sou. Pacific R. R. Co., on the assumption that the ownership of the property might be vested in the city. After the lease was made a decision was rendered against ownership by the S. P. Co. The Cal. & Ore. Grain & Eltr. Co. wishes to invest \$30,000 in an eltr. on this mooted site and wants the city to carry out its lease from the R. R. Co., so construction can be started without further delay. Mr. Hewitt explains that "the operation of an eltr. is a privilege that could be granted properly along the water front or adjacent thereto, because grain eltrs. are held by the courts to be for quasi-public uses; but if any doubt arose on that question a permit could be so framed as to make the eltr. a quasi-public property subject to municipal regulation under the charter."

CANADA.

Taber, Alta.—The National Eltr. Co. will build a house here.

Asquith, Sask.—The Asquith Mfg. Co. will soon build an eltr.

Sedgewick, Alta.—The Burn Grain Co., Ltd., has made an assignment for the benefit of its creditors.

Vancouver, B. C.—Jas. Richardson & Son, grain merchants of Knight, Ont., have opened a branch office here.

Winnipeg, Man.—The Phoenix Grain Co., Ltd., incorporated; capital stock, \$50,000; will have its headquarters here.

Montreal, Que.—The Harbor Commissioners' eltrs. are again filled full and several vessels are waiting to discharge.

Yahk, B. C.—The Yahk Lbr. Co. has been given power to build, acquire and operate eltrs. and mills and deal in grain and breadstuffs; capital stock, \$50,000.

Toronto, Ont.—The E. W. Gillett Co., that manufactures yeast cakes and baking powder, will begin work immediately on a large plant including a grain eltr. and a mill.

Clandeboyne, Ont.—The grain warehouse here, owned by Mr. Seldon of Exeter and operated by Hay Bros. of Listowel, burned June 20; fire caused by sparks from a passing engine falling on the roof. The building contained no grain; loss \$2,000.

Winnipeg, Man.—The Northern Eltr. Co., Ltd., of this city was recently found guilty in the Manitoba police court of selling to a farmer a ton of screenings that contained noxious weed seeds. The company was given the minimum fine \$25 and costs.

St. Henri de Montreal, Que.—The Dominion Flour Mills, Ltd., have let the contract to the John S. Metcalf Co. for the erection of a 300,000-bu. eltr. of reinforced concrete construction with small working house attached, to be built in connection with their new mill.

Winnipeg, Man.—The State Eltr. Co. of this city has acquired additional eltrs. in Saskatchewan and is considering building others.

Montreal, Que.—It is understood that John Byrne of the grain inspection branch of the Department of Trade and Commerce may be made sec'y of the commission provided for under the new grain inspection act. He has been in that branch since its establishment and had much to do with drafting the grain bill.

Montreal, Que.—D. McNicoll, vice pres. of the Canadian Pacific Ry. Co., has announced that to carry out the company's plans for extending its terminals at the Place Viger station, he has ordered its most westerly eltr. demolished at once. The others will likely be taken down next year as all the work of elevating grain will be done by the Harbor Commissioners.

COLORADO.

Walsenberg, Colo.—L. B. Sporleder is no longer connected with the Walsenberg Merc. Co. He conducts a wholesale business under the name of the Sporleder Selling Co.

Denver, Colo.—We are building an eltr. in our warehouse here holding about 3 cars. We will use electric power, install a hopper scale and cleaner and later an attrition mill.—Westman Commission Co.

IDAHO.

Grangeville, Ida.—The Farmers Union of Grangeville closed a deal June 24, for two of the largest grain warehouses in the Camas Prairie country and will enlarge them for storage. The new company intends to buy and sell on an extended scale and conduct its business thru the head office at Portland, Ore. The bulk of this year's crop will go thru Lewiston to Portland by the river route from this place.

ILLINOIS.

Bondville, Ill.—S. G. Crawford has repaired the approaches to his eltr.

De Kalb, Ill.—Work is progressing rapidly on the new eltr. for Ed. Conlin.

Blueridge, Ill.—The 25,000-bu. eltr. is almost completed for George DeLong.

Fairmount, Ill.—I recently purchased the eltr. here of George R. Catlett.—H. P. Worden.

Harmon, Ill.—The Neola Eltr. Co. is having its house repaired by the Burrell Eng. & Const. Co.

Lincoln, Ill.—E. T. Northam of the Northam Grain Co. of Chicago has opened an office here.

Modesto, Ill.—Duncan Bros. are preparing to make extensive repairs and improvements to their eltr.

Ridge Farm, Ill.—Eltr. and corn cribs completed for the Farmers Eltr. Co. by McAllister & O'Connor.

Winchester, Ill.—Schultz, Baujan & Co., have had a Constant Feeder outfit installed by the Burrell Eng. & Const. Co.

Barry, Ill.—The eltr. has been completed for the Barry Mfg. & Grain Co., replacing its house burned in April.

Cambridge, Ill.—Wm. Ringle & Co. have had new sinks, eltr. legs, cupola and driveway built by McAllister & O'Connor.

Orville F. Berry, chairman of the Illinois R. R. & Warehouse commission, has set July 19 for a hearing on the 20% to 25% reduction in express rates that becomes effective thruout this state Aug. 1. The greatest reduction will be on small packages and in the cost for short hauls.

Metcalf, Ill.—J. E. Bonnell of Brockton has been here to survey the site recently purchased for the erection of an eltr.

Ogden, Ill.—Frank Supple, whose eltr. burned in March, has had his oats granary raised to remodel it into an eltr.

LaFayette, Ill.—Scott & Hoadley have had a 40-ft. 8-inch Constant Safety Ball Bearing Manlift installed in their eltr.

Henning, Ill.—We are improving our eltr., repainting it and building concrete piers under driveway.—Merritt & Elliott.

Melvin, Ill.—Lamoreaux & Inkster Bros. are having their eltrs. repaired here and at Buckingham, Ill., by the Burrell Eng. & Const. Co.

Viola, Ill.—B. L. Christy of this place is considering building a 10,000-bu. eltr.—Hiram N. Sager, sec'y-treas. J. H. Dole & Co., Chicago.

De Land, Ill.—Fire in a pile of telephone poles recently threatened the eltr. of W. T. Hardin, but prompt action prevented serious consequences.

Mt. Carmel, Ill.—The Mt. Carmel Eltr. Co. has had a marine leg and tower with overhead conveyor to eltr. completed by McAllister & O'Connor.

Roselle, Ill.—Roselle M. & Lbr. Co. incorporated to deal in grain, hay, feed, lumber and coal; capital stock, \$25,000; incorporators, William A. and R. Fenz and Herman W. Freise.

Kankakee, Ill.—P. H. Elcan, who for 18 years managed the eltr. now owned by Bartlett, Frazier & Co., has gone to Wellsboro, Ind., to manage an eltr. for Lipsey & Co. His family will move soon.

Woodhull, Ill.—F. L. Hough, who recently sold out to the Woodhull Grain Eltr. Co., has opened an office here. J. A. Isaacson is pres., W. E. Shetter, sec'y, and H. F. Simmons treas. of the Woodhull Co.

Osbornville, Ill.—H. J. Casley now operates the eltrs. formerly operated by the National Eltr. Co. here and at Mt. Auburn, Ill. The Mt. Auburn & Osbornville Grain Co. has painted its eltrs.—J. P. Davidson.

Petersburg, Ill.—John Armstrong of Oakford, Ill., bot the eltr. of the Five Points Eltr. Co. for \$7,400, at public sale at the courthouse here July 1, and will put it in operation. It is located about 3½ miles from this place.

Green Valley, Ill.—The Farmers Grain Co. is having its eltr. remodeled by McAllister & O'Connor. A new concrete foundation, new sinks and substructure will be put in, the pit enlarged and a cement floor laid under the entire building.

Tremont, Ill.—Farmers are organizing a company under the name of The Tremont Mutual Grain Co. to buy the eltr. I have been operating. They held a meeting in the evening of July 8 to elect officers and complete the organization.—H. L. Schmutz.

Divernon, Ill.—We opened our office here July 1 and are now taking in grain of all kinds. Work will begin on our new eltrs. here and at Pawnee Junction as soon as plans can be drawn for them. W. E. Hamey will manage both with main office here.—Junction Eltr. Co.

Granite City, Ill.—The E. W. Hilker Feed & Coal Co. has had a 10,000-bu. eltr., a cement warehouse with a capacity of 10 carloads, a 15-carload hay warehouse, a 500-ton gravity coal chute, lime bins and a combination brick office and 4-room flat built by McAllister & O'Connor.

Mattoon, Ill.—J. B. Stone, partner and mgr. for the Mattoon Grain Co., whose eltr. burned a few weeks ago, has arranged to have grain handled thru the eltr. of the Big Four Mfg. & Eltr. Co. while the Mattoon Grain Co. is rebuilding. He has his office at the new headquarters.

Tampico, Ill.—F. G. Boyden, mgr. of the grain shipping business of the Smith-Hippen Co. on the Illinois & Mississippi Canal, reports the first grain taken out of the western section was a 10,000-bu. barge load of corn recently delivered from one farm 2½ miles nearer the canal than the railroad station, at a saving of 865 miles of travel with the 175 loads hauled.

Norwood sta., Alexis p. o., Ill.—A 15,000-bu. eltr. of cribbed construction, iron-clad, is being built for the Ed. Mezger Co. by the Burrell-Eng. & Const. Co.

Kewanee, Ill.—In the second closely contested trial in the county circuit court, the jury awarded \$6,000 to Mrs. Francis Shields, whose son was killed when a partition in an eltr. broke and he was buried under grain.

Saybrook, Ill.—A fire that originated on the outside of the building near the ground destroyed the eltr. of the Farmers Grain & Coal Co. about 1 o'clock in the morning of June 30; loss, \$10,000, some insurance. The next day the directors decided to build a 25,000-bu. house so constructed that an addition can be added conveniently at any time. Up-to-date machinery will be installed.

Oreana, Ill.—Orville Mendenhall, an employe at the eltr. of the Shellabarger Eltr. Co., was found dead in a grain bin on the afternoon of June 23. From the position of his body it is supposed he stepped into the bin, suction dragged him down and the corn suffocated him. One leg was crammed into the outlet of the bin and his body was buried under thousands of bushels of grain.

Catonfarm sta., Minooka p. o., Ill.—W. E. Hawkins of Plainfield has been employed by M. Truby & Son of Joliet to take charge of the office at their new 25,000-bu. eltr. here. He managed the eltr. at this station for 22 years until the Barr Grain Co. sold its house here last April to the Plainfield Grain Co., and consequently has a valuable local acquaintance. C. W. Harder of Joliet will be in the eltr.

Emington, Ill.—The eltr. of Robinson, Drew & Co. burned soon after midnight in the morning of June 21, with more than 8,000 bus. of corn and oats. A train crew a mile and a half away saw the building suddenly burst into flames. They had observed no sign of fire when they passed it a few minutes before. The owners will replace it with a 35,000-bu. house, 26x36 ft. and 42 ft. to the eaves and install up-to-date equipment.

Chenoa, Ill.—G. W. Graham of Streator has bot the grain business of F. L. Warner and eltrs. here and at Ballard sta., Chenoa p. o., Ill., to take possession July 17. L. L. Bennion, Mr. Graham's son-in-law, will move here from Chicago to take charge of the business. The deal included Mr. Warner's residence in this town, which will be turned over in October. Mr. Warner has announced no definite plans but may locate in the West.

Peoria, Ill.—We are indebted to John R. Lofgren, sec'y Peoria Board of Trade, for the 41st annual report of that body, showing the trade commerce of the city for the year ended Dec. 31, 1910. In addition to a list of members it reports receipts and shipments for each month in the year, extreme range of prices of corn, oats and rye in each week in the year, the grades of grain established by the Board of Trade, various other detailed statistics of local value and reports of the wheat, corn and oats crops of the United States for 1910 and for the years 1906-10.

Catonfarm sta., Minooka p. o., Ill.—A team of horses valued at \$450 was badly bruised in the evening of June 29 at the eltr. of the Plainfield Grain Co., when the dump in the driveway gave way and let the team down. One horse fell to the bottom of the dump, 10 ft. below, and its mate fell on top. Altho both were badly frightened and struggled to escape neither sustained other injuries than serious bruises. Their owner escaped by jumping from the wagon of grain. Every man in the neighborhood came to the assistance of Henry Harder, who manages the eltr. A block and tackle was procured and a portion of the dump removed before the horses could be extricated. Children, who had been playing about the eltr., confessed that they had pulled the lever which holds up the dump and which is not to be released until after the wagon is chained.

Mason City, Ill.—J. A. McCreery, state sec'y of the Farmers Co-op. Eltr. Ass'n of Illinois, has sent out a letter suggesting district meetings for mgrs. of such eltrs. the latter part of June or early in July just before new wheat and oats begin to move and another about the time new corn is ready for market, to discuss the best way to handle new grain, discounts, crops, markets, general conditions and other matters essential to the successful management of such grain companies. He called the first three of these at Springfield, June 27; Monticello, June 28; Bloomington, June 29; and arranged for four others to be held later at Watseka, Pontiac, Mendota and Galva, Ill.

Galesburg, Ill.—The Piatt Grain Co., with offices in the Holmes Bldg., has succeeded the Jackson Grain Co. Roy Piatt heads the local house with branch eltrs. and offices in Monmouth, Cameron and Saluda sta., Galesburg p. o. A. D. Wood of the Jackson Grain Co. has sold his interests and will return to Cedar Rapids to retire from business. O. E. Williams will have charge of the Avon, Abingdon and Prairie City properties with headquarters in Avon. For the present at least the same men will be retained in charge of the agencies, including Charles Johnson at Prairie City, Frank Austin at Avon, Dan Q. Webster at Monmouth, Harry Smith at Saluda sta., and Del C. Johnson at Cameron.

Chester, Ill.—At the 26th annual meeting of the Southern Illinois Millers Ass'n in this place, June 28-29 H. C. Cole, of Chester discussed the "Grading of Wheat at St. Louis" and pronounced the grain inspection bad especially on wheat going out of eltrs. "No. 2 or No. 3 wheat means nothing," he asserted, "as the grades depend entirely on what kind of grain the eltr. men have to send out. Buyers of wheat do not know what No. 2 is and certainly can not take this grade and make good flour out of it. Wheat should be graded according to variety so a miller could get what he buys. The miller must do his own mixing in order to make good flour and some way should be provided to prevent the mixing of all kinds of wheat to the miller's detriment." He urged concerted action. The following resolution was passed "Whereas, wheat shipped out of East St. Louis eltrs. as No. 2 red is improperly graded and in many cases unfit for milling, be it resolved that the ass'n condemn the inspection department and authorize the pres. of the ass'n to write to the governor expressing the feeling and request that the governor appoint a committee of three disinterested and experienced grain men to investigate the East St. Louis inspection department."

CHICAGO NOTES.

The Northwestern Malt & Grain Co. will install a Rich Patent Barley Grader.

W. H. Lake & Co. have settled all accounts in full and will soon resume business.

Geo. F. Stone, sec'y of the Board of Trade, recently celebrated the fiftieth anniversary of his marriage.

CHICAGO CALLERS: S. P. Cunningham, Toluca, Ill.; Chas. Dozler, Templeton, Ia. and G. D. Stauffer, Nappanee, Ind.

Thomas C. Cannon has been suspended from the Board of Trade until he carries out an agreement regarding the transfer of his membership which Finley Barrell & Co. purchased for him.

Chicago received its first car of new wheat June 27. It was from northern Missouri, consigned to W. H. Perrine & Co. and weighed 60 lbs., graded No. 2 red and sold for 90c or 1c over July.

Local conditions are firm for the better grades of hay, in both timothy and prairie, but receipts of all grades are cleaning up rapidly, and we look for a firm market all along the line.—W. R. Mumford & Co.

Those who have applied recently for membership in the Board of Trade are Wm. H. Harter and Geo. L. Bowman. Those admitted are Emanuel Beranek and Fred W. Dean. The membership of M. T. Shepherdson has been posted for transfer.

Creditors of Tracy & Co., who failed in 1909, will soon receive a dividend of 2%.

The baseball team of the Board of Trade is practicing for the game scheduled with the team of the Minneapolis Chamber of Commerce for July 15 at that city. A return game will be played in Chicago July 29. The proceeds of the games will go to charities of the two cities.

Directors of the Board of Trade recently made "regular" the following eltrs.: Armour A, B and C annex, Armour C, Calumet B and C, National, Chicago & St. Louis and Annex, Peavey B, Rock Island A and B, South Chicago C and the Wabash eltr. This is to care for the large run of wheat offered by the Southwest.

J. C. F. Merrill, acting as trustee for the creditors of the Burns-Yantis Grain Co., which failed Apr. 4, 1910, has sold for \$5,000 the \$15,000 stock in the Alliance Eltr. at Hammond, Ind. A quick sale of the stock was necessary to meet obligations which matured. Dividends of 43 1/2% have so far been paid and another dividend to be paid soon will bring the total to nearly 50%.

Several western roads have raised objections to the new general switching tariffs in the Chicago district which become effective Aug. 1 claiming that the provision for absorption of the inbound switching on grain is contrary to the original understanding upon which the new tariffs were based. Roads agreeing to the new rates are preparing to issue two separate tariffs, one to apply to those who have agreed to the reciprocal arrangement and another applying higher rates to those roads which have withheld from the agreement.

The Gottfried Brewing Co. has contracted with the S. Howes Co. for the equipment of its new eltr. with 40 machines for the grading and cleaning of barley. The outfit includes a 2,000-bu. barley cleaner and separator; 24 cylinders for taking out broken barley and seeds; a large separator; a 1,500-bu. double aspirator; 3 Rich Patent Barley Graders and two Eureka Screening Graders. In addition to these the order included a complete automatic dust collecting system and many special machines such as the "Iron King" packer to automatically pack malt sprouts into sacks.

INDIANA.

Scircleville, Ind.—The Scircleville Grain Co. has installed a No. 24 U. S. Grain Cleaner.

Pettysville, Ind.—T. J. Lewis & Bro. of Rowen have opened the eltr. here and will remodel it.

Fort Wayne, Ind.—The Mayflower Mlg. Co. is building an eltr. to replace that burned May 21.

Evansville, Ind.—E. H. Young, formerly with W. H. Small & Co., has moved his family to Indianapolis.

Lagrange, Ind.—John M. Wade is considering buying the eltr. owned by the Home Grain Co. and leased by Beyer Bros. of Kendallville.

Piercetown, Ind.—The Piercetown Grain Co. incorporated by the directors, C. G. Egly, C. F. Davidson and S. H. Chase; capital stock, \$12,000.

Fountaintown, Ind.—The Fountaintown Eltr. Co. is now owned by Thos. H. New, T. H. Scudder and myself.—W. H. Isenhour, mgr. F. Eltr. Co.

Keystone, Ind.—The Keystone Grain Co. is having B. S. Constant machinery installed in the plant it is having overhauled by C. A. Peacock.

Indianapolis, Ind.—At the recent annual election of the Board of Trade Tom Oddy was re-elected treas.; sec'y to be appointed at first regular meeting in July.

Burnettsville sta., Burnetts Creek p. o., Ind.—The Burnettsville Eltr. Co. incorporated by the directors, John C. Duffy, M. K. Reiff, James D. Brown, C. M. Mertz and C. Loughry; capital stock, \$14,000; has bot the eltrs. at this station of Floyd Million and of Loughry Bros. Mlg. & Grain Co. and will continue the business.

Mulberry, Ind.—The Jay Grain Co. has sold its coal business at this point.

Mentone, Ind.—We bot the eltr. of the Mentone Grain & Lbr. Co., June 29, and will employ a man to take charge very soon.—O. Gandy & Co., South Whitley, Ind.

Petersburg, Ind.—Grain men and millers held a meeting here July 1 and agreed to pay a better price for "standard" wheat that weighs over 58 lbs. to the bu., 1c for each excess pound.

Rockville, Ind.—I will soon retire from the grain business and will devote most of my time to the seed trade, since Rohm Bros. have built a 30,000-bu. grain eltr. here.—John D. Overman.

Vincennes, Ind.—The first new wheat of the season was received late in the afternoon of June 24 at the eltr. of Summitt & Piel who paid 75c per bu. for it. It had stood in the shock a week on a farm south of Vincennes, and weighed 57 lbs. per bu.

Evansville, Ind.—The new eltr. is almost completed for A. Waller & Co. of Henderson, Ky., at Johnson the new station on the Evansville-Mt. Carmel branch of the Big Four and another is being considered for that point.

Wabash, Ind.—G. W. Summerton & Sons are planning to erect near their mill a 30,000-bu. wheat storage building of cement blocks with fireproof roof and doors. Sometime ago they built a similar storehouse of half that capacity.

Indianapolis, Ind.—The Cleveland Grain Co. drew a prize June 26 by getting in the first car of new wheat that has reached the Indianapolis market. It was off of the Cairo division of the Big Four.—E. K. Sherrud, C. Grn. Co.

Indianapolis, Ind.—The Marion County Board of Review is undecided about the appraisal it should place on the property of the National Eltr. Co., whose representative informed the board that its capital stock amounted to \$50,000. However, it also owns real estate valued at \$320,000, some of which is in this state and some in Illinois. The board instructed the company's representative to return a list of its taxable property. Some members of the board believe the appraisal should be made on the capital stock only; others want the real estate included.

IOWA.

Knoke, Ia.—John Knoke is rebuilding his eltr. burned last spring.

Manning, Ia.—The Doud Mlg. Co. is planning to build an eltr. here.

Kanawha, Ia.—The Farmers Eltr. Co. is said to be in financial difficulty.

Dedham, Ia.—The recently incorporated Farmers Grain & Lbr. Co. will build an up-to-date eltr.

Hawkeye, Ia.—I sold the eltr. to the Farmers Eltr. Co.—Carl Krueger, agt. Gilchrist & Co.

Ira, Ia.—The S. E. Squires Grain Co. has bot the eltr. of Rippey & Hansen.—J. E. Thorp.

Hartwick, Ia.—We have installed a new 4-ton, steel frame wagon scale.—The Jas. McCarty Eltr. Co.

Merrill, Ia.—The recently organized farmers' company has let the contract for the erection of an eltr.

Grinnell, Ia.—Mr. Willson took over the property here, July 1, of the former firm of Willson & Jacobson.

Keystone, Ia.—I am out of the grain business since I sold my eltr. to C. S. King who will build a new one.—Jacob Hinz.

Gilman, Ia.—The firm of Willson & Jacobson dissolved partnership July 1, when Mr. Jacobson became sole owner here.

Templeton, Ia.—The eltr. the Chas. Dozler Grain Co. recently leased from the Neola Eltr. Co. burned June 16; fully insured. The Neola Eltr. Co. will build a new one at an early date.—Dan R. McGrath, mgr. Templeton Farmers Eltr. Co. The fire started in the engine room; \$464 worth of corn and oats burned.

Keystone, Ia.—C. S. King is having a 41-ft. Constant Safety Ball Bearing Manlift installed in his new eltr. built by the Newell Const. Co.

Estherville, Ia.—The Great Western Grain Co. took possession, July 1, of the eltr. it recently purchased from the Gt. Western Eltr. Co.

Libertyville, Ia.—Yost & Morley are having their eltrs. here and at Bernhart sta., Batavia p. o., Ia., repaired by the Burrell Eng. & Const. Co.

Bernard, Ia.—Fire started by the explosion of a giant firecracker, July 4, destroyed the eltr. of M. L. Donovan and much other property.

Toledo, Ia.—The Toledo Farmers Eltr. Co. has installed automatic scales in the cupola of the eltr. it recently bot from the Wells Hord Grain Co.

Hawley sta., Hayfield p. o., Ia.—G. C. Houk, traveling agt. for the M. & St. L., has been here consulting farmers about establishing an eltr. at this point.

Cambridge, Ia.—L. E. Munsinger, mgr. for the Neola Eltr. Co., whose eltr. here burned recently, has been promoted to the position of traveling auditor for the company.

Jolley, Ia.—I will have charge of the Farmers Eltr. Co. at this point.—O. C. Wickey, mgr. L. C. Grain & Coal Co., Little Cedar, Ia. He will succeed H. C. Donaker.

Fort Dodge, Ia.—The Quaker Oats Co. has had mechanical experts here, estimating cost of improvements to the cereal plant it recently purchased from the Gt. Western Cereal Co.

Klemme, Ia.—I have leased the eltr. of Aug. Lau for three years; started business July 1 and operate under my own name. He is now out of the grain business.—H. G. Miller.

Tama, Ia.—We have bot out the Neola Eltr. Co. at this station.—Farmers Co-op. Eltr. Co. It has commenced business under the management of Thomas Berryman of Toledo and Emil Kubicek.

Schaller, Ia.—During a hard storm in the night of June 25 the eltr. of the Kunz Grain Co. was struck by lightning and completely destroyed. It contained about 5,000 bus. of grain in storage.

Clarion, Ia.—I have bot the Clarion Roller Mill and intend to remodel it from a capacity of 75 bbls. to 25 bbls. as not enough wheat is raised here to pay to run a large mill.—J. L. McDougall.

Wellsburg, Ia.—The \$10 prize offered by J. D. Peters for the heaviest load of oats hauled to his new eltr. was won by Miss Flora DeNeui who delivered a load of 152 bus. hauled by a 2-horse team.

Butler, Ia.—The eltr. here owned by J. E. Kennel of Fremont, Ia., burned in the afternoon of June 30, with several hundred bushels of grain, some insurance. The fire was started by a passing engine.

West Union, Ia.—A fire in the cupola of the West Union Grain Co. in the afternoon of June 23 was extinguished before it had reached the main part of the building; cupola and roof badly damaged and grain damaged some by water.

Blencoe, Ia.—Complete machinery equipment for the new eltr. the Updike Grain Co. is building to replace that burned Apr. 25, including Sonander Automatic Scale, rope drive and an 80-ft. manlift, is being furnished by the American Supply Co.

Alta, Ia.—The accounts of George De Vries, grain buyer here for the Western Eltr. Co. for ten years, have been reported in good condition. He disappeared June 2, after leaving Storm Lake where he had gone to fish. His wife and two small children have moved to the home of his mother.

Independence, Ia.—In compliance with the law regarding the destruction of noxious weeds, County Attorney O'Brien has ordered the trustees of Hazelton Twp. to cut down and burn the oats and weeds in a field infested with quack grass which, it was alleged, could not be removed without destroying the crop.

Hubbard, Ia.—The Farmers Eltr. Co. incorporated by Walter Keller, August Engelking, D. E. Byam and others; capital stock, \$10,000.

Highview, Ia.—The Highview Eltr. Co. has let the contract to the Newell Const. Co. for the erection of an eltr. to be completed by Aug. 1.

Flugstad, Ia.—We sold our eltr. here, June 26, to the Flugstad Farmers Grain Co. to take possession July 15 and retain Wm. A. Melrose as mgr. He has had charge 12 years. As we sold our eltr. at Lehigh last January, this deal takes our name off the list of grain dealers, where it has been for 22 years.—A. D. Post, mgr. for Geo. W. Post & Son.

Alvord, Ia.—During the past year the Farmers Eltr. Co. shipped 116 cars of grain; handled 5,460 bus. of wheat, 32,687 of barley, 60,320 of oats and 57,229 bus. of corn and did a gross business of \$67,614 that enabled it to pay the \$1,508 which it ran behind the previous year because more was paid for grain than the market afforded and no margin left for expenses. C. M. Hayse was re-elected mgr.

KANSAS.

Chapman, Kan.—Poor & Knight are preparing to rebuild their eltr. burned June 20.

Abbyville, Kan.—Trimble Whetstone has been employed as local mgr. for the Kansas Grain Co.

Hudson, Kan.—G. H. Immer has been appointed mgr. for the Hudson Grain & Supply Co.—S.

Elmer sta., Bernal p. o., Kan.—The new eltr. of the Hutchinson Mill Co. has been put in operation.

Green, Kan.—Wilson & Appleton have succeeded A. J. Wilson; they deal in grain, coal and livestock.

Mineola, Kan.—The Pratt M. & Eltr. Co. has replaced its small eltr. here with a new 25,000-bu. house.—S.

Pollard, Kan.—The Central Kansas Mlg. Co. has had its eltr. remodeled by Morley Bros., Hayden & Plott.

Pratt, Kan.—The first wagon load of this season's new wheat was received here June 27; tested 45 lbs.—S.

Easton, Kan.—I have bot the Midland Eltr. here and will take charge at once.—G. G. Wiechen, Robinson, Kan.

Sylvan Grove, Kan.—I am not in the grain business now.—C. G. Kistler, former agt. Shellabarger M. & Eltr. Co.

McPherson, Kan.—The new 60,000-bu. concrete tank eltr. of Colburn Bros. has been completed by the Finton Const. Co.

Benton, Kan.—I have sold my eltr. here to Fred M. Harvey of Morland, who will take possession Aug. 1.—G. G. Wiechen.

Wellington, Kan.—Work has commenced on the new concrete eltr. for the Aetna M. & Eltr. Co. to replace the one burned in April.

Raymond, Kan.—G. G. Mowry has succeeded E. A. Mowry as mgr. for the Raymond Grain & Supply Co., of which W. B. Norris is pres.

Bloom, Kan.—L. E. Webb, a former helper at our eltr., now has charge of the business of the Bloom Grain & Supply Co.—Union Grain Co., Rozel, Kan.

Clay Center, Kan.—The Snell M. & Eltr. Co. is building a wagon dump at its grain house where grain has heretofore been shoveled into its bins by hand.

Black Wolf, Kan.—The Black Wolf Grain & Supply Co., for which I am mgr., has succeeded the Shellabarger M. & Eltr. Co. at this station.—Edward Artas.

McPherson, Kan.—Ben Nelson has succeeded F. P. Hawthorne as mgr. for the Farmers Eltr. Co. Mr. Hawthorne resigned to operate a line of eltrs.—S.

Bucklin, Kan.—The Pratt M. & Eltr. Co. is having a 25,000-bu. eltr. built of frame construction, 28x32 ft., on a concrete basement and a warehouse to be completed ready for the new wheat. P. O. Davis is local mgr.

Lewis, Kan.—Joe Eicker, who has been stationed at Spearville, has been transferred here to manage the new eltr. being built for the Rock M. & Eltr. Co.

Robinson, Kan.—I am enlarging my eltr. by adding two bins of about 1,500 bus. capacity each and am also building a new office 12x18 ft. of cement bricks.—G. G. Wiechen.

Stafford, Kan.—G. H. Welch, who was with the Kelly Bros. Grain Co. at Milton, Kan., for the last two years, has been appointed mgr. for the Farmers' Grain & Merc. Co. of this place.—S.

Wichita, Kan.—Chas. Baldwin of the newly organized Baldwin-Barr Grain Co. was married June 10 to Miss Sylvia Doubleday of the Woodside-Smith Grain Co. They went to Colorado for a brief trip.

Bedford sta., Stafford p. o., Kan.—We have purchased the eltr. of the Bedford Grain & Supply Co. and will handle the business at this station thru our Hutchinson office.—The Millers Grain Co.

Lyons, Kan.—Charles A. Cooper of this place has leased the eltrs. of J. R. Johnson & Co. here and at Noble sta., Geneseo p. o., Kan., which he will operate under the name of C. A. Cooper & Co.

Greensburg, Kan.—C. R. Rixon, formerly a member of the Aitken Grain Co. of Cimarron, Kan., is having Morley Bros., Hayden & Plott install new machinery in the eltr. he recently purchased here.—S.

Seward, Kan.—The newly organized Farmers Products & Supply Co. has bot the eltr. here that belonged to J. H. Holdredge of the Kingman Mfg. Co. I will be mgr. for the farmers.—R. L. Cunningham.

Wichita, Kan.—K. F. Dazey of the Dazey-Moore Grain Co. has moved his family here and will have charge of the branch office his firm has opened in this city, where he has been spending much time. He is a member of the Board of Trade.

Wichita, Kan. — The Board of Trade membership of J. R. Williamson has been transferred to S. S. Williamson of the same firm. Membership of H. F. Probst has been transferred to George A. Aylesworth of the Moffitt Commission Co. of Kansas City; and that of W. T. Brooking to E. E. Matchette of the Orthwein-Matchette Co. of Kansas City, Mo.—Jas. H. Sherman, sec'y.

Wichita, Kan.—Receipts of grain in June included 523,000 bus. of wheat, 64,900 of corn, 25,000 of oats and 6,000 bus. of kafir corn; compared with 175,000 bus. of wheat, 48,000 of corn and 1,000 bus. of oats in June last year. June shipments this year aggregated 47,000 bus. of wheat, 12,000 of corn, 15,000 of oats and 6,000 bus. of kafir corn.—Jas. H. Sherman, sec'y Board of Trade.

Wichita, Kan.—Of the 548 cars inspected in the railroad yards in June, 176 or 32% were found leaking, 43 at side, 91 at end, 13 at corner, 12 at bottom, 41 at door post, 3 at end window, 2 at grain door and 3 cars not sealed. Of the 316 cars unloaded at eltrs. and mills in June and 88 loaded out, 52% leaked, 107 at end and 91 at side.—R. B. Waltermire, supervisor of weights, Board of Trade.

Woodbine, Kan.—W. H. Mitch has let the contract to Morley Bros., Hayden & Plott for the erection of an eltr. on the site of the one burned in June, that belonged to the Woodbine M. & Eltr. Co.—S. As the officers of the W. M. & Eltr. Co. did not care to spend any more money at this point rebuilding will be done by local people. The insurance adjuster allowed \$11,600 on an insurance of \$14,500; loss \$25,000.

Manhattan, Kan.—The Kansas Agri. College and the Rock Island R. R. Co. will start a wheat special over that system July 10 at St. Joseph to Caldwell, Liberal, Herington and Salina with stops of 50 minutes each at important towns in the wheat-growing counties. Two lecture cars are provided for farmers and business men, one for women and one for children. The trip will probably require ten days and is part of the college campaign for "more wheat to the acre."

KENTUCKY.

Gar, Ky.—We have changed the name of our firm from P. B. Cooper & Sons to P. B. & S. V. Cooper.—P. B. C.

Trenton, Ky.—The Trenton Eltr. Co. incorporated by J. W. Chestnut, W. G. Orr and E. F. Camp; capital stock, \$4,000.

Hopkinsville, Ky.—The court ordered the plant of the Acme M. & Eltr. Co. sold at public auction July 3, to satisfy claims of creditors.

Louisville, Ky.—Logan Bros. & Haggin have incorporated their grain business heretofore conducted under the name of the Logan-Haggin Grain Co.; capital stock, \$15,000; incorporators, John M. and Lewis K. Haggin and Seymour G. and G. Chambers Logan.

LOUISIANA.

New Orleans, La.—The St. L. & S. F. Ry. Co. has established a grain traffic bureau in charge of W. D. Judd of St. Louis.

Chalmette, La.—Current reports credit the New Orleans Terminal Co. with planning resumption of work on the Chalmette Slips, including construction of a 500,000-bu. eltr.

New Orleans, La.—Grain exported in June aggregated 16,000 bus. of wheat and 397,599 bus. of corn; compared with no wheat and 40,601 bus. of corn in June last year. Since Sept. 1 to July 1 exports aggregated 155,912 bus. of wheat and 6,486,559 bus. of corn; against 1,156,395 bus. of wheat and 5,131,918 bus. of corn in the corresponding months of the previous season.—W. L. Richeson, chief grain inspector Board of Trade.

New Orleans, La.—The Board of Trade has forwarded to the Interstate Commerce Commission a petition against 24 railroads in Louisiana and Texas, alleging violations of interstate commerce regulations by giving Texas rice interests an undue preferential rate on hauling rice. The petition declares that the rates on rough rice from Texas Points to New Orleans are the same as on clean rice while a difference should be made of at least 25% in favor of rough rice. The Texas-New Orleans rates range from 15c to 19c per cwt. in carload lots, which the Board of Trade wants reduced to 10c to 15c. Rural rice milling interests in Louisiana are opposing a reduction in rates on rough rice, alleging that all the product will thereby be diverted to this city and their business ruined in consequence.

MARYLAND.

BALTIMORE LETTER.

Cephas M. Lewis & Sons received the first shipment of new southern wheat to arrive at this market this season, June 20, 120 bus. from Lancaster Co., Va. It was of excellent quality and clean but slightly damp and sold for 95c per bu. The first new wheat to reach Baltimore last year came from the same county June 21 and sold at \$1.10 per bu.

During June Baltimore received 373,628 bus. of wheat, 1,020,769 of corn, 228,347 of oats, 2,860 bus. of rye and no barley; compared with 198,642 bus. of wheat, 302,908 of corn, 251,304 of oats, no rye and 2,434 bus. of barley in the corresponding month last year. June shipments included 881,259 bus. of wheat, 237,782 of corn and 140 bus. of oats; against 133,480 bus. of wheat, 38,346 of corn and 80 bus. of oats in June, 1910.

The following committees have been appointed by the Chamber of Commerce to serve for the ensuing year: Wheat, Hiram G. Dudley, John M. Dennis, Joseph C. Legg, P. W. Pitt, Walter Kirwan; corn, Edwin Hewes, Thos. C. Craft, Jr., J. A. Manger, T. M. Maynadier, E. F. Richards; oats, W. Leroy Snyder, Richard C. Wells, John J. Snyder; rye, J. Frank Ryley, E. H. Beer, Thos. Johnston; barley, John H. Bie-miller, Wm. E. Straus, A. D. Cover; buckwheat, Charles H. Gibbs, John J. Buffington, Charles S. Timanus.

Members of the Chamber of Commerce voted, June 21, to reduce the initiation fee from \$500 to \$50 but no change was made in the annual dues which remain \$30.

Charles H. Makibbin, chief clerk of the Central Eltr. Co. formerly the Baltimore Eltr. Co., died recently, aged 63. He had been in the employ of these firms 37 years.

W. Leroy Snyder, son of Pres. John W. Snyder, of Hammond, Snyder & Co., has succeeded Edward M. Sills as vice pres. and treas. Mr. Sills has started a grain business of his own.

MICHIGAN.

Yale, Mich.—The new bean eltr. is almost completed for Middleton & Doelle.

Beaverton, Mich.—The Beaverton Eltr. Co. has had an addition built to its eltr.

Hemlock City, Mich.—I have remodeled my eltr. and increased its capacity.—Chas. Wolohan.

Schoolcraft, Mich.—New wheat in July 5, earliest in many years, quality good.—C. E. Carpenter.

Charlotte, Mich.—William Van Vleet, mgr. of the eltr. of J. D. McLaren & Co., has been seriously ill with appendicitis.

Charlotte, Mich.—W. K. Willis, who has had charge of an eltr. here, has gone to Albion, N. Y., to buy grain and hay for Martin W. Tilden.

Adrian, Mich.—David Stott is having a 15,000-bu. eltr. of cribbed construction and a studded warehouse, 36x110 ft., covered with galvanized iron, built by the Burrell Eng. & Const. Co., with motor power and grain handling machinery complete.

Pottville, Mich.—The Stockbridge Eltr. Co. has proposed to take farmers in this vicinity into partnership in its business here. It offers to form a stock company capitalized at \$15,000, half of which is to be subscribed by the farmers and the other half owned by itself. Into this it will put its present plant and equipment for \$6,000, the management of the grain and bean business to be in the hands of persons selected by the farmers, the Stockbridge Co. simply acting in an advisory capacity.

Battle Creek, Mich.—The transfer eltr. of McLane, Swift & Co. burned in the morning of July 1; loss total, about covered with insurance. It contained nearly 25,000 bus. of grain, mostly corn, also insured. We have not yet decided about rebuilding as we have not had time for necessary details, but will probably rebuild. However we will continue our grain business as heretofore and handle shipments both direct and thru Battle Creek.—D. M. Cash, McL., S. & Co. Flames were discovered in the cupola at 5:30 a. m. when no one was in the supposedly fireproof building. 60x60 and 85 ft. high. Employees had gone thru it the day before to clean up all dust and combustible matter and it had recently been rewired. The main floor was used for business and contained some machinery. Above this were the grain bins some 40 ft. high; capacity, 60,000 bus. The scale room near the cupola contained the 5-ton scales and other machinery that soon crashed down thru the building and a dead water main increased the difficulty.

MINNESOTA.

Lamberton, Minn.—The new eltr. has been completed for the Farmers Eltr. Co.

Leonard, Minn.—Plans are being considered for the erection of a co-operative eltr. and warehouse here soon.

Holloway, Minn.—The Farmers Eltr. Co. will build a coal shed and a flour warehouse.

Armstrong, Minn.—T. E. Flakerud has installed a new 400-bu.-per-hr. fanning mill in his eltr.

Rushmore, Minn.—The McIntyre-Frerich Co. will move its eltr. here to Minnetosca Falls, Minn.

Roseau, Minn.—The Farmers Eltr. Co. of Roseau has bot the eltr. of the Hanson & Barzen Mfg. Co.

Clearbrook, Minn.—The 40,000-bu. eltr. is almost completed for the Farmers Produce Co-op. Ass'n.

Matawan, Minn.—I am agt. for the Hunting Eltr. Co. which has the only eltr. here.—A. B. Babcock.

Ashby, Minn.—We have let the contract to Honstain Bros. for the erection of our 25,000-bu. eltr.—Farmers Eltr. Co.

Spicer, Minn.—Frank Harris, S. M. Dahl and F. O. Swenson are interested in the recently organized Farmers Eltr. Co.

Twin Valley, Minn.—The Farmers Eltr. Co. has decided to dispose of its building as soon as possible and go out of business.

Bagley, Minn.—Work has been started on the eltr. and market building for the Clearwater County Co-op. Produce Ass'n.

Canby, Minn.—G. W. Van Dusen & Co. will install a 59-ft. Constant Safety Ball Bearing Manlift in their new 50,000-bu. eltr.

Marshall, Minn.—Farmers are subscribing for stock to build an eltr. here this fall. S. O'Dell is taking the lead in the matter.

Clarkfield, Minn.—The Farmers Eltr. Co. has decided to build a 35,000-bu. house. The directors are C. A. Helzen, H. H. Skulstad and H. R. Hanson.

Heron Lake, Minn.—Work is progressing satisfactorily on the 50,000-bu. eltr. for the Farmers Co-op. Eltr. Co., under construction by the Younglove Const. Co.

St. Clair, Minn.—A 15,000-bu. annex to the eltr. of the Hunting Eltr. Co. has been completed by Honstain Bros. who are now making repairs for the company.

Stephen, Minn.—The 65,000-bu. eltr. of the Farmers Eltr. & Merc. Co. burned near midnight of July 3, some insurance; 15,000 bus. of wheat and 800 of flaxseed were destroyed.

Sherburn, Minn.—The Sherburn Farmers Eltr. Co., that recently bot the eltr. of G. H. Matson, has been incorporated by Frank Eisenminger, K. Weidenbach, H. Bettenhausen and six others.

Fergus Falls, Minn.—O. P. B. Jacobsen has resigned as editor of a weekly Norwegian paper here to succeed W. F. Kelso of Hallock as a member of the state board of grain appeals, Aug. 1. Mr. Kelso is a prominent farmer in the Red River Valley and has served on the board since 1905 when he was appointed by Gov. John A. Johnson.

Minneapolis, Minn.—The Dean & Neiler Co. has purchased the uptown business of the Brown & Tracy Co., grain and stock brokers, and have opened for business in the Bank of Commerce Bldg. The Dean & Neiler Co. has membership in the Minneapolis Chamber of Commerce, the Chicago Board of Trade and other prominent exchanges of the country. No change will be made in the eastern connection, the firm will retain as correspondent the New York and Chicago grain and stock house of Finley Barrell & Co.

Minneapolis, Minn.—Extensive construction work is under way for the Gt. Northern Ry. Co. near Cedar Lake, to increase yard room, give shippers and receivers of grain much better service and increase the importance of Minneapolis as a primary wheat market. The company will build a double grain yard, the first of which will have eight tracks 3,600 ft. long, most of which will be just outside the city limits. The second yard will have 20 tracks, each 3,600 ft. long, between Clearwater Jct. and the Cedar Lake line.

Claremont, Minn.—Wm. C. Brown and Thos. Conat will operate the eltr. they recently purchased under the name of the Brown & Conat Eltr. Co. Mr. Brown will manage the feed mill business and D. A. Duncan will be agt. and grain buyer. Extensive improvements have been started. The present office will be remodeled into an engine room, in which a 25-h. p. gasoline engine will be installed to operate the feed mill, 20x36 ft., that will be built nearby. An office for the eltr. will be built at the side of the driveway, with the scale beam inside.

Pennock, Minn.—A. O. Floren, buyer for the Pennock Farmers Eltr. Co. is considering going into the grain business on his own account.

Eagle Bend, Minn.—Charles Youngren will make some improvements in the eltr. he recently purchased here and will have Mr. Restorff with him to manage the property.

MISSOURI.

St. Charles, Mo.—The eltr. and warehouse of the Home Mlg. Co. recently were damaged by fire. Loss, \$6,000.

KANSAS CITY LETTER.

C. M. Hardenbergh has been admitted to membership upon transfer of membership of James R. Ness.

Directors of the Board of Trade at a recent meeting expelled Perry C. Smith, of the defunct Perry C. Smith Grain Co., for "uncommercial conduct."

The Union Pacific and the Kansas-Missouri Eltrs. are no longer regular. The bonds of the eltrs. have been surrendered and warehouse receipts cancelled.

Geo. A. Adams, with offices in the Board of Trade Bldg., has been indicted on the charge of operating a bucketship and the trial set for Sept. 12. Bonds for \$800 were furnished for his appearance by W. T. Kemper.

During June Kansas City received 1,190,400 bus. of wheat, 1,822,800 of corn, 549,100 of oats, 5,600 of barley and 3,300 of rye; compared with 1,265,000 bus. of wheat, 1,416,800 of corn, 192,000 of oats, 9,900 of barley and 1,100 of rye in June, 1910. Shipments during the month were 1,078,000 bus. of wheat, 1,579,200 of corn, 421,600 of oats, 7,000 of barley and 2,200 of rye; compared with 999,900 bus. of wheat, 1,792,850 of corn, 292,500 of oats, 5,500 of barley and 1,100 of rye in June, 1910.—E. D. Bigelow, sec'y Board of Trade.

ST. LOUIS LETTER.

The Saxony Mills is contemplating the erection of an 80,000-bu. eltr.

Leon Priwer was recently suspended from membership for 60 days and asked for restoration, and upon his promise to pay full damages to Picker & Beardsley the directors of the Merchants Exchange cut his suspension to 30 days.

Members of the Merchants Exchange voted July 10 on a proposed change in rules allowing a certain number of days for shipping property, so as to make the time calendar days and not excluding Sundays and holidays as provided at present.

The directors of the Merchants Exchange have been requested to authorize a vote of the members upon a proposed amendment to the rules of the Exchange permitting the delivery of hard wheat upon regular contracts for future delivery without penalty.

Members of the Merchants Exchange decided by vote to increase the hay commission rate from 50c to 75c per carload on carloads of 10 tons and from \$5 to \$7.50 per car on carloads of less than 10 tons. Half of this commission will be charged when hay is sold for account of a member of the exchange.

M. E. Coleman, trustee in bankruptcy appointed by the United States Court, has filed suit against Wirt E. Knapp asking for a judgment of \$5,000. This to be held as a lien on property owned by Knapp and his wife. Coleman asserts that Knapp, after being adjudged bankrupt, spent \$5,000 to erect the house and thereby assumed additional liabilities.

The Armour Grain Co., of Chicago, has leased the Mississippi Valley Eltr. and has organized the Seele Bros. Eltr. Co. to operate it. The new firm is capitalized at \$25,000 with Fred W. Seele, pres., Geo. E. Marcy, vice-pres. and W. C. Seele, sec'y-treas. The eltr. which will be continued as a public house has a capacity of 1,500,000 bus. and will be used especially to supply customers of the Armour Grain Co. in the Southwest.

William D. Judd, formerly of Brinson & Judd, and a member of the Merchants Exchange, has been appointed agent of the Frisco to solicit grain traffic.

Receipts of grain at St. Louis during June included 6,107 sacks and 792,000 bus. of wheat, 520 sacks and 2,450,400 bus. of corn, 1,850 sacks and 1,812,200 bus. of oats, 452 sacks and 3,300 bus. of rye and 1,400 bus. of barley; compared with 4,248 sacks and 534,000 bus. of wheat, 426 sacks and 1,920,600 bus. of corn, 658 sacks and 1,192,000 bus. of oats, 20,000 bus. of rye and 35,100 bus. of barley in June, 1910. Shipments during June included 554,020 bus. of wheat, 13,875 sacks and 1,325,130 bus. of corn, 21,390 sacks and 940,460 bus. of oats, 14,700 bus. of rye and 9,380 bus. of barley; compared with 700 sacks and 782,280 bus. of wheat, 66,310 sacks and 1,121,190 bus. of corn, 21,540 sacks and 932,390 bus. of oats, 17,130 bus. of rye and 9,520 bus. of barley in June, 1910.—Geo. H. Morgan, sec'y Merchants Exchange.

MONTANA.

Belmont, Mont.—The Rocky Mountain Eltr. Co. may erect an eltr. here.

Glendive, Mont.—The eltr. of the Lowe-Aiken Co. will be completed by Aug. 1.

Harlowton, Mont.—We have removed our general offices here from Moore.—Montana Eltr. Co.

Philbrook, Mont.—Homer Goodell has bot a half interest in the eltr. of D. E. Brown. A number of improvements will be made to the eltr.

Helena, Mont.—Corn may be raised with profit in nearly every portion of this state. In a recent contest a lot of very creditable corn was brot together and some of the samples clearly showed that a number of good corn varieties were very much at home on Montana farms.—Alfred Atkinson, Montana State Agri. College.

NEBRASKA.

Gothenburg, Neb.—The eltr. of E. G. West burned recently with a loss of \$7,000.

Beatrice, Neb.—A meeting of the Kansas Grain Dealers Ass'n was held here June 28.

Funk, Neb.—E. B. Pearson has resigned as mgr. for the J. W. Anderson Grain Co.—A. M. Brooking.

Heartwell, Neb.—Chas. H. D. Avery has been succeeded by Mr. Taylor as mgr. of the Shannon Grain Co.

Brickton, Neb.—We have installed a new Sonander Automatic Scale in our eltr. at this point.—Endleman & Stockham.

Stromer Sta., Glenville p. o., Neb.—Frank White has succeeded L. W. Graham as mgr. of the Stromer Grain & Supply Co.

Hastings, Neb.—We have put a new foundation under our eltr. here and have rebuilt the eltr. floors.—Nye, Schneider, Fowler Co.

Pender, Neb.—The eltr. of the Anchor Grain Co. burned recently. A spark from a locomotive engine is believed to have caused the fire.

Cook, Neb.—I am the successor of A. A. Robertson as mgr. of the Cook Lumber Co., which handles both grain and lumber.—Guy A. Briggs.

Lincoln, Neb.—The Gooch Milling & Eltr. Co. has put in a new rope drive. The rope is being furnished by the York Foundry & Engine Works.

Juniata, Neb.—We have just installed a 12-h.p. gas engine in our eltr. recently purchased from J. M. Sewell & Co. E. B. Hubbard, mgr. Juniata Grain & L. S. Ass'n.

Trumbull, Neb.—I have taken over the eltr. here formerly leased by the Farmers Grain & Supply Co., of Hastings, Neb. and for whom I was formerly agt.—A. M. Brooking.

Edgar, Neb.—We have completed our eltr. which now has a capacity of 25,000 bus. It is iron clad and is equipped with the most up-to-date machinery. G. H. Birchard had the contract.

Merna, Neb.—N. Jacquot, a prominent grain man of this place, died at Rochester, Minn., recently where he underwent an operation.

Upland, Neb.—We have installed a 1,000-bu. Richardson Automatic Scale. The Farmers Grain Co. has also installed a similar scale.—Thos. C. Lorenzen, agt. Peoples Grain, Coal & L. S. Co.

Kenesaw, Neb.—We have installed a Richardson Automatic Scale, Barnard & Leas Separator, Birchard Distributing Spouts and a 12-h.p. gas engine.—W. A. Kearney, agt. J. M. Sewell & Co.

Ames, Neb.—Work is under way on Johnson & Graham's eltr. The machinery and supplies will be furnished by the American Supply Co. A 1,500-bu. Sonander Automatic Scale will be installed.

OMAHA LETTER.

The first car of new wheat arrived here June 27 from Adams, Neb. It graded No. 2 hard, tested 62 lbs. and sold at 85c.

The eltr. of the Updike Eltr. Co. has been recently equipped with some 22-in. 6-ply rubber belting furnished by the American Supply Co.

The golf team led by E. A. Cope decisively defeated M. C. Peters' contingent in the annual contest recently played at the Omaha Field Club. The score was 19 to 6.

The Updike Grain Co. recently brought mandamus proceedings against the Union Stock Yards Co. for the possession of three carloads of oats said to have been delivered by the Chicago Great Western to the stock yards company and held by it.

A verdict of \$5,000 has been awarded to Marion Ely from the Updike Grain Co. for the loss of his left foot, which was caught in October, 1909, in the whirling rope of an electric steam shovel. Ely based his claim upon the contested fact that he was not notified of the turning on of the power.

Receipts of grain at Omaha during June were 397,200 bus. of wheat, 2,286,000 of corn, 1,037,000 of oats, 1,100 of rye and 12,600 of barley; compared with 135,600 of wheat, 1,691,800 of corn, 505,600 of oats, 4,000 of rye and 21,000 of barley in June, 1910. Shipments during June included 188,000 bus. of wheat, 2,323,000 of corn, 985,500 of oats, 3,000 of rye and 27,000 of barley; compared with 84,000 bus. of wheat, 1,978,000 of corn, 456,000 of oats, 9,000 of rye and 6,000 of barley in June, 1910.—F. P. Manchester, sec'y Grain Exchange.

NEW ENGLAND.

East Lyme, Conn.—Henry Gardner is building a warehouse for grain.

Springfield, Mass.—The Massachusetts Corn Show will be held here in November in the state armory. A prize of \$500 is offered for the biggest food value to an acre of corn.

Boston, Mass.—Following the request of the fire commissioner, officials of the N. Y., N. H. & H. R. R. have ordered that its old eltr. in South Boston be razed. This eltr. was built in 1881 at a cost of \$246,000 and had a capacity of 525,000 bus. It has not been in use for a number of years.

NEW YORK.

Buffalo, N. Y.—The Churchill Grain & Seed Co. is erecting a concrete grain bleaching tower.

Brooklyn, N. Y.—William Gleichmann & Co., incorporated, capital, \$70,000; incorporators: W. Gleichmann, O. Gleichmann and F. W. Ralston.

New York, N. Y.—The Midland Linseed Oil Co., of Minneapolis, will erect a linseed oil mill on the Jersey water front that will contain 48 presses and will cost between \$600,000 and \$700,000. The plant will be completed by Jan. 1, 1912. E. C. Warner, pres. of the company recently said "Conditions in the producing field made it seem certain that Argentina and India flaxseed and flaxseed from Canada will have to be imported, as production on the American side has not kept pace."

New York, N. Y.—James Bingham, formerly prominent on the Produce Exchange, but who retired a few years ago, has resigned his membership.

The court of appeals of New York has affirmed the decision of the supreme court against Geo. S. Kidder in his suit against the Port Henry Iron Co. to compel performance of an agreement by the Iron Company and the railroad company which succeeded it to carry free of charge one carload of grain per day from Lake Champlain to the site of plaintiffs grain warehouses. Edward and Le Roy Collins, who conducted the grain business in 1868, deeded to the iron ore company a strip of land 711 ft. long for the right of way of a railroad to be built, in consideration of the free haul of one car of grain per day over the line. This agreement was carried out by the iron company until Sept. 1, 1907. For failure to transport the grain after that date Mr. Kidder, as assignee of the Collinses, brought suit for \$1,074 damages. Mr. Kidder lost his suit on account of a technicality, having neglected to quote the agreement in his complaint.

NORTH DAKOTA.

Brampton, N. D.—C. B. Nupen is the successor of N. G. Nelson at this place.

McGregor, N. D.—A meeting was held here recently to organize the Farmers Eltr. Co.

Geneseo, N. D.—The St. Anthony & Dak. Eltr. Co. will rebuild the eltr. burned last fall.

Fairdale, N. D.—The eltr. of O. Knutson has been purchased by P. L. Solberg and Ole A. Haug.

Delamere, N. D.—The Crown Eltr. Co. is preparing to rebuild its eltr. which was burned last fall.

Sharon, N. D.—The eltr. of the Cargill Eltr. Co. will be opened Aug. 1, with Lars Snorland as mgr.

Sheyenne, N. D.—P. Anton Peterson, formerly mgr. of the Farmers Eltr. Co. has moved to McCabe, Mont.

Ryder, N. D.—The Farmers Equity Co. of this place will erect an eltr. at the new town of Makoti near here.

Shields, N. D.—The Farmers Eltr. Co. has been organized here and a site chosen upon which a 25,000-bu. eltr. will be erected.

Bucyrus, N. D.—The eltr. of the Columbia Eltr. Co. burned June 29 and 3,000 bus. of grain destroyed. Loss, \$8,000, covered by insurance.

Kelso, N. D.—The Equity Eltr. & Trading Co., incorporated, capital, \$15,000; incorporators: Arthur Aby, A. E. Pease and J. F. McNamee.

Mohall, N. D.—The Gunderson Eltr. Co., incorporated, capital, \$410,000; incorporators: G. Gunderson, M. C. Gunderson and Clara Hanson.

Turtle Lake, N. D.—The Equity Eltr. & Trading Co., incorporated, incorporators: James E. McAdoo, Clarence H. Stoppel and Walter B. Beggs.

Kramer, N. D.—The Farmers Grain Co., incorporated, capital, \$25,000; incorporators: A. H. White, Otto Kretschmar and E. L. McCutcheon.

Forbes, N. D.—The incorporators of the newly organized Farmers Eltr. Co. are G. B. Howell and F. M. Webber, of Forbes, and John Wirch, of Wirch, N. D.

Moffit, N. D.—The Farmers Eltr. & Merc. Co., incorporated, capital, \$6,000; incorporators: Valentine Benz, C. H. Asselstine, Fred. W. Hinsey and Frank T. Alvey.

Mantador, N. D.—The Farmers Terminal Eltr. Co., incorporated, capital, \$25,000; incorporators: F. J. Kuchera and Peter Polda of Wyndmere and Carl Witt, of Hankinson.

Courtenay, N. D.—The Farmers Co-operative Ass'n, which comprises the former stockholders in the Farmers Eltr. Co. has been organized with a capital of \$15,000. J. H. Albrecht is pres. and Loran Nichols, treas.

Bottineau, N. D.—The Barnum Grain Co. of Duluth has bot the eltrs. of the Heising Eltr. Co., of Minneapolis, here and at Willow City, West Hope, Newburg and Truro, N. D. The price in each case was \$5,000.

Mott, N. D.—A meeting of the Farmers Equity Union was held here recently and plans made for the erection of an eltr. Temporary officers are: W. T. Batty, pres., Ben Phillips, vice-pres. and H. W. Wright, sec'y-treas.

Cleveland, N. D.—Mr. Bell, formerly agt. for the Powers Eltr. Co., at Dickey, N. D., has been engaged as mgr. for the Farmers Eltr. Co. The eltr. of the Powers Eltr. Co. will be closed until Sept. 1.—M. N. Prati, agt. Powers Eltr. Co.

Stanley, N. D.—The N. G. Nelson Grain Co. has closed a contract with Moulton & Evans for the construction of a 35,000-bu. eltr. to be completed in time for the new crop. It will occupy the site of the eltr. of the St. Anthony & Dak. Eltr. Co. that burned.

OHIO.

Custar, O.—Deckrosh & Krohn have bot the eltr. of the Southworth-Rice Grain Co.

Yorkshire, O.—The Yorkshire Grain Co. has just installed a new boiler.—E. T. Custerbender.

Lebanon, O.—I have sold my eltr. here to Aungst Bros. who have taken possession.—L. Simonton.

Yellow Springs, O.—The John DeWine Co. has bot a large building here and is converting it into an eltr.

Lima, O.—The Northwestern Ohio Hay & Grain Producers & Shippers Ass'n held a meeting here June 30.

Troy, O.—The Troy Eltr. Co., incorporated, capital, \$10,000; incorporators: Ed. Hollinger, Jessie Hollinger, Cyrus Petry, Alma Petry and David Flory.

Van Wert, O.—E. C. Fisher, who recently sold his eltr. here to the Wadsworth Feed Co., of Warren, O., may engage in the grain brokerage business in some city in the South.

Holgate O.—Nick Jackman has succeeded Samuel Deckrosh as agt. for Morrison & Thompson Co. here; Mr. Deckrosh resigned and has gone into partnership with Adam Krohn at Custar, O.

After Ohio grain dealers have read the report of the Legislative Committee of the Ohio Grain Dealers Ass'n, published elsewhere in this number, each one should write the workers a cordial letter of thanks and send the Ass'n an extra \$5 for expenses.

Columbus, O.—The Fleischmann Malting Co. with a capital stock of \$2,000,000 has been incorporated by Julius Fleischmann, Casper H. Rowe, Charles J. Christie and others. The companies to be merged in the new firm are: Griesbach Malting Co., of Chicago, Riverside Malting Co., Cincinnati, and Chas. G. Curtiss Co., of Buffalo.

Columbus, O.—H. S. Cruikshank of Mt. Gilead, and H. L. Robinson of Columbus, have formed a partnership under the firm name of Cruikshank & Robinson, with headquarters here and will do a general grain and hay track business. Mr. Cruikshank has been in the hay business for the past ten years, operating a line of houses where he buys direct from the farmers and bales and grades his hay before shipping. Mr. Robinson has been connected with leading grain firms of Columbus for the past fifteen years and for the past five years has been treas. of the Seeds Grain & Hay Co. The new firm will operate the hay houses owned by Mr. Cruikshank and will build a hay transfer house at Columbus in the near future.

Columbus, O.—The state railroad commission has made a decision that has reversed the order of things for many years and has ordered that railroads must accept freight for transportation from one point to another within a city. In the past the carriers have either refused to handle such business or have charged prohibitive

rates. The commission has now insisted, however, that the roads must furnish adequate service at reasonable rates and also holds that such service must not be classed under switching and that the rates must be differentiated.

CINCINNATI LETTER.

The directors of the Chamber of Commerce have made arrangements for the disposal of the wrecked Chamber of Commerce Bldg. to the Union Central Life Insurance Co. The agreement provides for \$10,000 to be paid now and \$7,500 annually to the chamber for ten years at the end of which time the property will pass to the insurance company upon payment of \$600,000, the Chamber of Commerce during the term to have quarters in the second and third stories of the building.

The Grain Dealers Credit Ass'n has made the demand of the Board of Directors of the Chamber of Commerce that it drop the present system of fixing prices by actual sales and substitute therefor a system of arbitrary prices for grain and hay. The plan proposed by the ass'n is to record actual sales in a book to be kept at the Chamber and to be kept secret and that the market for grain, millfeed and hay be fixed each day by a select committee of the trade. A special committee with F. F. Collins as chairman has been at work for some time devising the scheme and working for its adoption. It is charged by non-members of the ass'n that the plan is to make a three-cent range in the market and that such a change would place the market in the hands of some of the big eltr. interests.

TOLEDO LETTER.

Toledo, O.—Directors of the Produce Exchange have passed a rule which requires that the billing be delivered with the grain.

Toledo, O.—The two first cars of new wheat were received from Indiana by J. F. Zahm & Co. They graded No. 2 Red and weighed 60½ lbs.

Toledo, O.—Notice has been given to shippers to this market that consignments for sale or to apply on contracts should be routed, when possible, by lines that will re-consign to the seaboard taking the regular thru route from the originating point.

Receipts at Toledo during June were 187,000 bus. of wheat, 343,200 of corn, 291,600 of oats and no rye; compared with 115,500 bus. of wheat, 377,150 of corn, 144,750 of oats and 4,500 of rye during June, 1910. Shipments during the month were 23,400 bus. of wheat, 148,200 of corn, 236,600 of oats and no rye; compared with 76,900 of wheat, 191,600 of corn, 164,900 of oats and 6,600 of rye in June, 1910.

OKLAHOMA.

Madill, Okla.—The Madill Grain & Eltr. Co. has decreased its capital stock from \$50,000 to \$20,000.

Watonga, Okla.—The Robey Grain Co. has closed its eltr. here on account of the short crops.—Chas. N. Clark, mgr.

Medford, Okla.—The plant of the Medford Mill & Eltr. Co., valued at nearly \$50,000 burned recently. Insurance, \$20,000.

Oklahoma City, Okla.—“We are going on the presumption that the grain and mill interests will act as they have heretofore and will ship in seed wheat to supply the farmers along the lines of railroad on which they are interested. Many of the farmers in Western Oklahoma, especially where they have raised little if any wheat, will have to be encouraged as money is scarce and times possibly hard with them and they will feel a delicacy about giving up their last dollar for seed wheat. We cannot help but appreciate this state of affairs and knowing further that forage of all kinds will be scarce next winter and consequently high, is it not reasonable to suppose that if for no other reason than necessity the farmer will put forth an extra effort for a larger acreage on account of fall and winter pasture? We are contemplating the calling of a general meeting in the near future at which time plans of a definite nature can be agreed on between

the grain and mill interests of the state. In the meantime we are sounding the railroads through their Oklahoma representatives as to concessions in freight rates and thus through a united effort of all concerned with all taking an equal interest, may we hope to accomplish our efforts.”—C. F. Prounty, sec'y Okla. G. D. Ass'n.

PENNSYLVANIA.

Pittsburgh, Pa.—Members of the Grain and Flour Exchange held their annual outing June 24 at Alameda Park and had for their guests the members of the Butter & Egg Exchange. After the ball game which was won by the “Eggers” by a score of 5 to 3 a splendid chicken dinner was served. A similar outing will probably be held in the near future.

Pittsburgh, Pa.—The recent election of officers of the Pittsburgh Grain and Flour Exchange resulted in the selection of Joseph A. McCaffrey, pres., John R. Johnson, vice-pres., Roy V. Harper, sec'y and W. J. Mahood, treas. The directors are: Samuel Walton, William N. Gordon, Joseph A. McCaffrey, W. J. Mahood, C. A. Foster, Robert E. Austen, H. G. Morgan, Roy V. Harper, James Brown, John R. Johnson, T. J. Elwood, W. W. Beatty and John B. Floyd.

PHILADELPHIA LETTER.

Thus far it is corn—corn everywhere, but not a grain for Liverpool and the Netherlands Association.

L. F. Miller & Sons received the first new wheat on 'change this season and it was from Delaware.

The special grain committee investigating the cause of the foreign corn embargo on this port has at last heard all the evidence, and a report is looked for soon.

During June Philadelphia received 540,657 bus. of wheat, 150,798 of corn and 554,581 of oats; compared with 190,100 bus. of wheat, 108,005 of corn and 385,536 of oats in June, 1910. Exports of wheat during the month were 459,523 bus., compared with 191,196 bus. in June, 1910.

SOUTH DAKOTA.

Gayville, S. D.—Work on the eltr. of the Gayville Eltr. Co. has been completed.

Groton, S. D.—The Groton-Ferney Eltr. Co. has bot the eltr. of the Bagley Eltr. Co.

Brookings, S. D.—Iver Dybdahl is the successor of E. Hovden as mgr. for Bingham Bros.

Colton, S. D.—The eltr. formerly leased of J. C. Schmidt by W. I. Thompson has been closed.

Verdon, S. D.—The South Dakota Farmers Eltr. Co. has incorporated with a capital stock of \$50,000.

Madison, S. D.—The eltr. of E. W. Ketcham was struck by lightning recently and slightly damaged.

Aberdeen, S. D.—The eltr. of the McCaull-Webster Eltr. Co. is being thoroly overhauled and newly equipped.

Frankfort, S. D.—The Frankfort Farmers Eltr. Co. has let the contract to L. Buege for the erection of a 25,000-bu. eltr.

Trent, S. D.—A meeting of the stockholders of the Farmers Eltr. Co. was held July 8 to consider disposing of the business.

Redfield, S. D.—The recently organized Farmers Eltr. Co. has let the contract to L. Buege for the construction of a 25,000-bu. eltr.

Brookings, S. D.—The Farmers Shipping Ass'n will reshingle and repaint the eltr. and make considerable other improvements.

Andover, S. D.—Boyd & Johnson will erect a complete fireproof eltr. to cost \$10,000. The building will be entirely constructed of reinforced concrete and brick.

Nahon, S. D.—The eltr. of the Security Eltr. Co. has been closed on account of poor crops. Louis G. Becker, the agt., will work at repairing other eltrs. of the company.

SOUTHEAST.

Birmingham, Ala.—A grain warehouse is to be erected by the city as a part of the new city jail. City officials believe that handling the grain by city employees will effect a considerable saving.

TENNESSEE.

Martin, Tenn.—P. H. Barbee has been appointed inspector of feed and seed to succeed W. M. Scott.

Nashville, Tenn.—John A. Tyner & Co. have purchased the business of the G. B. Ehrhard Co. The firm will deal extensively in millfeed.

Nashville, Tenn.—The Abernathy-Grace Co. has been organized here to do a general commission business by W. H. Abernathy, formerly with J. T. Leonard, of Charleston, S. C., and L. E. Grace, formerly with J. Allen Smith & Co., of Knoxville, Tenn.

Nashville, Tenn.—Cornelius, Newbill & Co. are a new firm composed of W. R. Cornelius, his son, Allen R. Cornelius, and Thos. Newbill. It will do a receiving and shipping business in grain, hay and feed. W. R. Cornelius formerly did business under the name of W. R. Cornelius, Jr., and has served as sec'y and treas. of the Nashville Grain Exchange since its inception. Thos. Newbill was formerly a broker in grain and feed.

TEXAS.

Lometa, Tex.—Will G. Allen has rebuilt his grain warehouse.

Dallas, Tex.—We have recently opened our offices here.—The Texahoma Hay & Grain Co.

Ft. Worth, Tex.—The Barber Grain Co. has taken over the business of the Home Grain Co.

Miami, Tex.—I am building an eltr. to cost \$2,500 with a capacity of 7 cars.—J. W. Philpott.

Bowie, Tex.—I will install small roller feed mill and other feed mill machinery. C. R. Morgan.

Sourlake, Tex.—The warehouse of M. Finklestein was burned recently with a loss of \$2,000; no insurance.

Houston, Tex.—The Carter Grain Co. is the successor of the D. I. Porter Grain Co. C. M. Carter will be mgr.

Byers, Tex.—The Enterprise Mill & Eltr. Co. has resigned from membership in the Texas Grain Dealers Ass'n.

Ft. Worth, Tex.—We opened offices here July 1 and will do a general grain brokerage business.—J. A. Bushfield & Co.

San Antonio, Tex.—R. Lupton has returned from Baltimore where he was treated for stomach trouble from which he has suffered for some time.

Ft. Worth, Tex.—A. A. McNeill, of Valley Mills, Tex., and H. C. Carpenter & Co., of Crowell, have been elected members of the Texas Grain Dealers Ass'n.—G. J. Gibbs, sec'y.

Brownsville, Tex.—M. Smith, of Ft. Worth, who is connected with the Fort Worth Elevators Co., has announced that an eltr. with a capacity of 12,500 bus. will be erected here before Sept. 1.

Ft. Worth, Tex.—G. J. Gibbs, sec'y of the Texas Grain Dealers Ass'n has issued a strong appeal to members of the ass'n to work for the state control or supervision of telegraf and telephone companies.

Amarillo, Tex.—The Amarillo Mill & Eltr. Co. has been organized with a capital stock of \$50,000 and has elected the following officers: A. G. Boyce, pres., Lon Sellars, vice-pres., J. N. Beasley, sec'y-treas. Directors: R. B. Masterson, F. M. Baker, C. F. Mayer, J. F. Monning and the officers. The company has acquired the old plant of the Monning Milling Co., which has a capacity of 30,000 bus. and which has been under contract to the Star Mill & Eltr. Co. for the past two years. A large warehouse will be erected in the near future.

Galveston, Tex.—Exports from this city for the 10 months prior to July 1 were 7,965 bus. of wheat and 328,517 bus. of corn; compared with 1,617,298 bus. of wheat and 1,863,782 bus. of corn during the corresponding months of 1909-10.—C. McD. Robinson, chief inspector, Galveston Board of Trade.

Ft. Worth, Tex.—D. W. King, formerly with the Higgins Mill & Eltr. Co., of Higgins, Tex., has moved here to become sec'y of the Fort Worth Elevators Co. and has applied for membership upon the Grain & Cotton Exchange. Jule G. Smith is pres. and Wilton P. Ingraham treas., with R. M. Wilhite supt. of the big eltr.

Ft. Worth, Tex.—J. L. Walker, proprietor of the Walker Grain Co., and his brother, R. A. Walker, were arrested July 3 by United States marshals upon complaint of Emmons Rolfe, of the Post Office Dept. and charged with conspiracy to use the mails to defraud. The men were placed under bonds and will appear before the Federal grand jury which meets in September. The arrests were made after a long and searching investigation by secret service operatives of the Post Office Dept. under the instructions and direction of the United States District attorney. It is predicted that the result of the new prosecution will be different from that of the recent trial in the state court.

UTAH.

Salt Lake City, Utah.—The Granite Grain & Produce Co., incorporated, capital, \$7,500. William Nisbet, pres., Archie Nisbet, vice-pres., John Nisbet, sec'y and Thomas Nisbet, treas.

Cache Junction, Utah.—The State Eltr. & Mfg. Co., incorporated, capital, \$50,000. Edward Dahle, pres., J. A. Partington, vice-pres., M. M. Dahle, sec'y-treas. The directors are Frank Dahle and John E. Malmbery, together with the officers.

WASHINGTON.

Olympia, Wash.—On July 1 the state law which provides for a handling and storage charge of 50c per ton in public warehouses until July 1, 1912, became effective. Storage thereafter will be 10c per ton a month or fractional part thereof. On deliveries made after Jan. 1 up to July 1 the handling charges will be 50c per ton which will carry the grain 60 days. Storage thereafter will be 10c per month or fractional part thereof.

Tacoma, Wash.—The public service commission held a meeting here recently to consider the adoption of rules and regulations to become statutory and a part of all executory contracts governing the sale of grain where the price is determined upon the grade at the terminal point. Samples of wheat, of various grades, were passed upon by a number of grain men and millers present who gave their opinion of the amount it would be necessary to dock the different samples in order to make each sample of the best quality. The samples contained from the smallest amount of smut that would render the wheat unmerchantable up to that containing as much smut as could be cleaned out and leave the wheat in a salable condition.

Davenport, Wash.—Only an hour before 9,000 grain bags were to be sold by the sheriff to satisfy an attachment for delinquent taxes assessed against the Spokane Flour Mfg. Co. an injunction was issued by Judge Baske and the sale stopped. The milling company had purchased a considerable quantity of grain in February with delivery set for Mar. 2, f. o. b. The assessors' books closed Mar. 1, and the milling company refused to pay taxes upon that ground and maintained that the assessment should have been levied against the firms from which it was bought. The county commissioners pointed out that the contract was made in February before the books closed. The case will be bitterly fought in the courts and is being closely followed by the grain trade of this section.

WISCONSIN.

Antigo, Wis.—A. L. Laube & Co. have reopened their eltr.

Westby, Wis.—I am no longer in the grain business.—C. W. Jaeger.

Alma Center, Wis.—Fred Renk, a grain buyer, committed suicide recently.

West Salem, Wis.—The eltr. of Sander & Co. was burned in a fire which destroyed the town July 3.

Milwaukee, Wis.—The memberships of L. Bartlett and E. C. Cook, both deceased, have been transferred.

Sheboygan, Wis.—I will enlarge my eltr. and arrange it so as to buy and ship barley this fall.—S. Grasser & Co.

Columbus, Wis.—The Kurth Company has ordered four "Rich" patent barley graders from the S. Howes Co.

Kewaskum, Wis.—The L. Rosenheimer Malt & Grain Co. has increased its capital stock from \$100,000 to \$187,000.

Stoughton, Wis.—Pederson & Usher have entered the grain and feed business and have begun the operation of a feed mill.

Rice Lake, Wis.—Wm. Stein and Frank Bergeron have purchased the business and property of the Rice Lake Mill & Eltr. Co. from W. J. Davis.

Superior, Wis.—The American Society of Equity of North Dakota has decided to postpone the erection of its terminal eltr. here until spring.

Madison, Wis.—The state assembly has passed a bill providing for the local taxation of eltrs. and dock property owned by railroads and removing such property from under the operation of the ad valorem law.

Milwaukee, Wis.—Herman Deutsch, formerly with Deutsch & Sickert Co., Francis Duhne, Jr., and Anton Felton, have incorporated a new firm to be known as the Herman Deutsch Co. with offices in the Mitchell Bldg. Deutsch & Sickert Co. has been dissolved.

Madison, Wis.—The Wisconsin legislature has passed the bill providing for the handling of funds of the state Grain and Warehouse Commission by the state treasurer. This will eliminate the confusion attendant in the past regarding the auditing of accounts and payment of salaries.

Milwaukee, Wis.—J. M. Riebs is handling for the account of the underwriters, 80,000 bus. of barley from the burned plant of the Conrad Schreier Brewing Co., at Sheboygan Falls. Most of the wet grain has been loaded out, but the drying is proceeding slowly at the Rialto Eltr., Milwaukee, the material having to be run thru the drier several times.

Milwaukee, Wis.—Receipts of grain at Milwaukee during June included 529,970 bus. of wheat, 775,180 of corn, 1,694,900 of oats, 391,300 of barley and 27,540 of rye; compared with 355,950 of wheat, 737,890 of corn, 685,100 of oats, 752,700 of barley and 44,800 of rye received in June, 1910. Shipments during the month were 588,698 bus. of wheat, 457,750 of corn, 1,643,152 of oats, 352,329 of barley and 19,380 of rye, compared with 159,836 of wheat, 638,323 of corn, 497,752 of oats, 172,533 of barley and 33,291 of rye shipped during June, 1910.—H. A. Plumb, sec'y Chamber of Commerce.

The first district convention, called by the National Ass'n of Farmers Co-op. Eltr. Companies, opened a two days' session in Minneapolis, July 6, with about 100 delegates present, including Pres. George W. Schroder of Remsen, Ia., and Sec'y Iver S. Henjum of Hartford, S. D. E. C. Bergfield of George, Ia., addressed the convention on "How to Watch Terminal Markets to Advantage." Local grain commission merchants entertained the delegates July 7 and contributed a sum to show them the attractions of the civic celebration. They had reserved a block of seats in the gateway grandstand so delegates could view the industrial parade. Officials are planning similar meetings for Omaha and other grain centers.

CONSENT TO DOCKAGE

Thru Failure to Object.

E. R. & D. C. Kolp, Fort Worth, Tex., v. Bluff City Milling Co., Bluff City, Kan., before Tri-State Appeals Board.

This is a case appealed to us by R. R. & D. C. Kolp from a decision of the Kansas Board of Arbitration. The evidence shows that there is no controversy as to the rejected car, No. 26314, and we agree with the Kansas Board upon this car, and that the same was handled in a correct manner by E. R. & D. C. Kolp. The evidence also shows that when car 33067 arrived at Fort Worth it graded 3 mixed, 58½ pounds test, and as the contract upon which this car was to be applied called for No. 2 soft wheat, E. R. & D. C. Kolp wired the Bluff City Milling Company, "Missed grade and could not apply on contract." Thereupon the Bluff City Milling Co. called the Wichita office of E. R. & D. C. Kolp, and told them to handle the car to the best possible advantage.

The evidence shows that Kolp wired the Bluff City Milling Co. that he thought he could sell this car at \$1.11½ delivered Fort Worth, and that he afterwards under date of Sept. 8 wrote that this was the best bid he could possibly obtain and that he would take the car himself at this price, and save the Bluff City Milling Co. any charge for commission for re-handling, all of which was regular. When car 27761 arrived at Fort Worth, E. R. & D. C. Kolp wired Bluff City Milling Co. that the car graded mixed, and that they would use same and apply on contract at a dockage of 5 cents per bu.

No Reply.—To this message they received no reply, and the Bluff City Milling Co. evidently assented to the proposition, there being no evidence submitted that would indicate that they were not satisfied with the dockage. The evidence shows that after these messages had been exchanged and E. R. & D. C. Kolp had notified the Bluff City Milling Co. as to the basis as on which they would accept the cars on contract, that they forwarded the two cars to Brownwood, Tex., where car 33067 graded No. 2 soft, and car No. 27761 graded No. 2 wheat, but not No. 2 soft, and therefore we cannot construe the dock of 5 cents per bu. placed upon as being an unreasonable dockage for mixed wheat when the evidence shows that this wheat was selling at practically the same price as hard wheat, and that there was about 9 cents a bu. difference between the price of hard and soft wheat.

Destination.—We also hold that E. R. & D. C. Kolp were within their rights when they made settlements on these cars, basis Fort Worth grades. Otherwise, had the cars gone forward to Brownwood and been rejected there, the Bluff City Milling Co. could have held E. R. & D. C. Kolp to a settlement based on their proposition when the cars arrived in Fort Worth and misgraded. We hold that Fort Worth was the final destination so far as the interest of the Bluff City Milling Co. is concerned. We therefore reverse the decision of the Kansas Board of Arbitration, so far as cars 33067 and 27761 are concerned, and order the Bluff City Milling Co. to promptly pay to E. R. & D. C. Kolp the sum of \$137.37, same being amount due upon the 3 cars as shown by A/S and statement rendered Oct. 14, 1909. We assess the cost of this arbitration against the Bluff City Milling Co., and also instruct the Kansas Arbitration Board to return the original fee of E. R. & D. C. Kolp.

J. H. Shaw,
L. G. Belew,
H. Work,
Committee.

EXPORTS OF BREADSTUFFS.

Our exports of breadstuffs during the 11 months prior to June 1 included 9,132,834 bus. of barley, 54,238,436 of corn, 1,719,496 of oats, only 225 of rye and 22,837,727 bus. of wheat; compared with 4,114,952 bus. of barley, 32,673,965 of corn, 1,459,926 of oats, 218,436 of rye and 43,744,739 bus. of wheat exported during the corresponding months ended June 1, 1910.

The total value of all breadstuffs exported during the 11 months ended June 1 amounted to \$104,704,225; against \$117,376,920 worth exported in the same months of the previous year, as reported by O. P. Austin, chief of the Bureau of Statistics.

CHANGES IN GRAIN RATES.

As shown by tariffs recently filed with the interstate commerce commission the carriers have made the following changes in rates:

The C R I & P in ICC C9096 gives the rate on grain and products between stations in Kans. and Neb.; effective July 18.

Erie rates on grain and products from Ill. and Ind. points to CFA points are given in Sup 3 to ICC A4257; effective July 15.

The C B & Q in ICC 10315 gives the rate on grain and circular naming terminal charges on grain, grain products and seeds; effective, Aug. 1.

The Wabash makes a rate of 10c effective July 25 on grain from St. Louis, Mo., and East St. Louis, Ill., when originating beyond, to Milwaukee, Wis.

The Santa Fe makes a rate effective July 25 from Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex., for export, wheat, 30½c, corn, 27½c.

The C St. P M & O makes a rate effective July 18 on corn, barley, oats and rye to Denver, Colo., from Sioux City, Ia., Jackson and Wayne, Neb., of 25c.

The K C Sou. publishes Sup 5 to ICC 2760 giving the rate on grain and grain products from Kansas City, Mo.-Kan., Missouri river points and K C Sou. stations to Fort Smith, Ark.; July 25.

The C. M & St. P. in ICC B2364 gives the rates on grain and products from Minn., N. D. and S. D. points to St. Paul, Minneapolis or Minnesota Transfer, Minn., and other western terminal points.

The New York Central rate, effective July 1 on grain and products, from Black Rock, Buffalo and East Buffalo, N. Y., to Brunswick, Ga., Charleston, Georgetown, S. C., Jacksonville, Fla., and Wilmington, N. C., is 18c.

The K C Sou. in Sup 2 to ICC 2773 gives the rate on grain and products between Kansas City, Mo.-Kan., Missouri river points and K C Sou. stations, Neosho, Mo., and North and Midland Valley stations; in effect, July 21.

Effective July 1, rates on grain and grain products from stations in North and South Dakota eastward were advanced, the rise ranging from ½c to 2c per hundred pounds. The territory affected lies between the M. & St. L. and the Northern Pacific.

The Erie makes a rate of 7½c effective July 15 on grain, ex-lake, from East Buffalo, Black Rock and Buffalo, N. Y., to Pittsburg, Pa., of 7½c. Brewers' dried grains, oil cake and oil meal, from Cleveland, O., to Ashland, Ky., Athens, Chillicothe, Gallipolis, Jackson and Portsmouth, O.

The Mo. Pac. sets the rate effective July 20 on wheat and corn, from Omaha, South Omaha, Nebraska City, Neb., and Council Bluffs, Ia., when originating beyond, to Port Arthur, Tex., when for export, shipside delivery, wheat and articles taking the same rates, 19½c; corn and articles taking the same rates, 18½c.

The Grand Trunk publishes in ICC 1654 rates on corn, ex-lake from Collingwood, Depot Harbor, Goderich, Meaford, Midland, Port Edward, Ont., Port Huron, Mich., Sarnia and Tiffin, Ont., to Portland, Me., for furtherance to points on the east coast of Maine, east of Portland, 4.9c per bu. of 56 lbs.; effective July 25.

Mo. Pac. in ICC T1772 publishes elevation charges on grain transferred thru elevators located at Mo. river points and rate points; in effect, July 17.

The P C C & St. L. has issued Sup 26 to ICC P198 giving the rate on grain and grain products from its stations and connections to CFA points; state, July 15; interstate, July 18.

K C Sou. in ICC 2963 gives the rate on grain and grain products between Kansas City, Mo.-Kan., Missouri river points, stations on K C Sou. and Kansas City & M stations; effective July 16.

West Shore, ICC B5770 gives the rate on grain and products from, at and east of Buffalo, N. Y., to Edgewater, N. J.; wheat, 6½c bu.; corn, 5¼c bu.; rye, 6c bu.; barley, 5¼c bu., and oats, 4c per bu.; in effect, July 10.

The Rock Island has issued Sup 42 to ICC C7979 giving the rate on grain and grain products between Mo. river points and stations in Kan., Neb., Colo. and Okla.; also between its stations in Colo., Kan., Neb. and Okla.; effective July 20.

Mo. Pac. in ICC T1771 gives the rate on wheat and corn from Chamois, Osage, Hermann and Gasconade, Mo., to St. Louis, Mo., Carondelet, Mo., 7c, and East St. Louis, Ill., 8c; bran and feed from the above named points to St. Louis, Carondelet, 7c, and East St. Louis, Ill., 8½c; in effect, July 17.

The Ill. Cent. in Sup 7 to ICC A7786 gives the charges on grain and grain products from Council Bluffs, Ia., Omaha and So. Omaha, Neb. (when originating beyond), to Ill. Cent. stations in Ill., Wis., Ia. and Minn.; also St. Louis, Mo., and Paducah, Ky., and Ind. Sou. stations in Ill.; effective, July 10.

The Burlington gives rates effective July 10 on grain and products from Omaha, South Omaha, Nebraska City, Neb., and Council Bluffs, Ia., when originating beyond, to Little Rock, Argenta, Pine Bluff, Paragould, Jonesboro, Clarendon and Brinkley, Ark., wheat, 21c; corn, corn meal and articles taking the same rates, 18c.

The Rock Island in Sup 17 to ICC C8851 gives the rate on grain and grain products between Ill. and Minn. points and Ill., Ia., Minn., S. D. and Mo. points, including Kansas City, St. Joseph, Mo., and Council Bluffs, Ia., also Atchison, Leavenworth, Armourdale (Kansas City), Kan., Omaha and South Omaha, Neb.; effective, July 20.

The Gt. Northern makes a rate effective July 25 on corn, ex-lake from Collingwood, Depot Harbor, Medford and Edward, Ont., to Portland, Me., when destined to points on coast of Maine, 4.9c per bu.; barley, from Superior, Wis., and Duluth, Minn., to Haskett, Man., 16c; corn, oats, rye and barley to Sioux City, Ia., from Sioux Falls, 11½c; Lennox, 12c; Volin and Yankton, S. D., 12½c.

M & St. L. makes rates on grain, effective July 1, between Chicago, Peoria, Ill., Milwaukee, Wis., and stations on the M & St. L. St. Louis Park, Minn., to Manchester, Minn., 15c; between St. Louis, Mo., East St. Louis, Ill., and Wauertown, S. D., wheat, 22c; other grains, 21c; Norwood, Minn., wheat, 20c; other grains, 16c; wheat, corn, oats, rye, barley, oil cake and oil meal, between St. Paul, Minneapolis and Minnesota Transfer, Minn., and Watertown, Yahota, S. D., 13c; Aberdeen, S. D., 14½c.

The Ill. Cent. makes rates July 15 on grain from Peoria and Pekin, Ill., when from beyond to Cairo and Mounds, Ill., 5c. Effective Aug. 1, on malt, from St. Paul, Minneapolis and Minnesota Transfer, Minn., to Sioux Falls, S. D., and Sioux City, Ia., 10c; from Austin, Red Wing, Cannon Falls and Mankato, Minn., to Sioux City, Ia., 14c.

National Hay Ass'n Will Meet.

The 18th Annual Convention of the National Hay Ass'n will be held at the International Hotel, Niagara Falls, N. Y., July 25th, 26th, 27th, 1911.

PROGRAM.

Tuesday, July 25th, 10 A. M.

Called to order by Pres. B. A. Dean, Auburn, N. Y.

Invocation, Rev. A. S. Beacon, Niagara Falls, N. Y., Pastor First Presbyterian Church.

Address of Welcome in behalf of the State of New York, Hon. Robert S. Gettings, Senator, Niagara Falls, N. Y.

Welcome in behalf of Niagara Falls, Hon. P. J. Kelly, Mayor, Niagara Falls, N. Y.

Response in behalf of Ass'n, H. W. Robinson, Greenspring, O.

Memorial Address, Irving De Lamater, Auburn, N. Y.

Minutes of 1910 Convention, J. Vining Taylor, Sec., Winchester, Ind.

Report of the President and Board of Directors, B. A. Dean, Auburn, N. Y.

Address, Hon. A. C. Wade, Jamestown, N. Y.

Report of Committees on Revision of Constitution and By-Laws, Chas. Englund, Baltimore, Md.

Appointment of Committees.

Wednesday, July 26th, 9:30.

Report of State Vice-Presidents, Joseph Gregg, Chairman, Atlanta, Ga.

Address, "Commercial Integrity," Courtney C. Avery, Auburn, N. Y.

Report Sec'y-Treas., J. Vining Taylor, Sec'y, Winchester, Ind.

"Needs of our Association," Maurice Niezer, Fort Wayne, Ind.

"Reciprocity with Canada; Its Effect," H. S. Grimes, Portsmouth, O.

Report of Committee on Legislation, E. B. Hodges, Norfolk, Va.

Report of Committee on Transportation, H. W. Robinson, Chairman, Greenspring, O.

Report of Committee on Statistics, Fred H. Williams, Sec'y, New York, N. Y.

Report of Nominating Committee.

Afternoon Session, 2:00 P. M.

Report of Arbitration Committee, E. M. Wasmuth, Chairman, Roanoke, Ind.

"Shippers' Attitude Toward Carriers," C. J. Austin, New York.

Response, "Carriers' Attitude Toward Shippers," J. C. Hamilton, A. G. F. P., L. V. R. R., Buffalo, N. Y.

"National Hay Ass'n Grading and Inspection," E. Wilkinson, Birmingham, Ala.

Report of Committee of Conservation of Natural Resources, C. S. Carscallen, Jersey City, N. J.

Report of Standard Bales Committee, E. C. Forest, Saginaw, Mich.

"Alfalfa; Its Future," J. W. Anderson, Kansas City, Mo.

Thursday, July 27th, 9:30 a. m.

"Improvement of Timothy and Other Forage Crops by Breeding," Prof. H. J. Weber, Cornell Univ., Ithaca, N. Y.

Report of Committee on Grades, H. C. Niezer, Chairman, Fort Wayne, Ind.
Unfinished and new business.
Report of Committees.
Election of officers.
Adjournment.

ENTERTAINMENT.

Drive about Falls and Rapids for ladies and friends, with reception at Shredded Wheat Co.'s plant, Tuesday p. m., 3:30.

Vaudeville entertainment, Tuesday p. m., 8:15.

Reception for ladies under auspices of Ladies' Committee, Wednesday p. m.

Reception and ball to members and friends in ballroom, Wednesday evening, 8:30.

Hay Exhibit on promenade under personal supervision of Chief Inspector of the National Hay Ass'n, Mr. C. J. Sealy, Cleveland, O.

GRAIN ELEVATORS FOR AUSTRALIA.

The recent report by the royal commission appointed to investigate the cost of handling wheat has aroused the South Australian Government to the necessity of providing machinery and storage for the economical handling of grain in bulk instead of in sacks.

The report shows that it costs South Australia 15 cents a bushel to get its grain to Europe, against 8 cents for Argentina, 3½ cents for Canada and 2 cents for the Atlantic ports of the United States.

A grain elevator will be erected by the South Australian Government at the outer harbor of Adelaide, where the mail steamers land their passengers and cargo, writes U. S. Consul Henry D. Baker. Because an extension of the wharfage there is in progress, it is proposed to put up a wood and iron structure to serve for the next harvest, which can be moved when the additions to the wharf are completed. An expert from Sydney has been at Adelaide advising the Government in the matter, and plans are to be furnished at an early date. When the extensions of the outer harbor are finished, say, in two years' time, it is intended to construct a permanent elevator of reinforced concrete.

The relative merits or demerits of the bulk system as compared with the bag system will be put to the test by the South Australia experiment, and if the bulk system is found to be the more economical, as most well-informed authorities in the trade believe, then it will probably lead to a revolution in the system of wheat handling in Australia and prompt the erection all over the country of elevators on the American plan.

At present the wheat produced in South Australia, as well as in other parts of the Commonwealth, is shipped in bags, which usually hold somewhat over 3 bus. each. Bags holding 186 pounds of wheat, the usual average, cost locally \$1.32 per dozen, or 11 cents apiece; the bags are resold for about 3 cents each, so that there is a loss per bag of 8 cents. On a crop of 91,000,000 bus., such as the Commonwealth raised in 1909, allowing approximately 3 bus. to the bag, over 30,000,000 bags would have been required, involving a loss of more than \$2,400,000, although some of this amount may have been saved by the reuse of bags for grain consumed at home. It is also thought by many local authorities that the bag system creates for Australia much special expense as regards

handling, transportation, and distribution that would not exist were the simpler bulk system adopted.

Shipping grain in bulk will be quite a new feature in Australia, where the only elevators now used are for loading bagged wheat at the various ports. At the rural railroad stations in wheat districts the State Governments provide sheds in which the bags of wheat are piled until they are shipped. The storage charges at these sheds are merely nominal. At a recent conference of wheat growers of New South Wales at Sydney the State Government was strongly urged to erect elevators and provide railroad cars suitable for handling wheat in bulk, but the premier replied that, while there might be considerable advantages in such a system, yet the expense of installing the necessary equipment would be so great that the Government could not see its way clear, for the present, to arrange for bulk handling along the State-owned railways.

Australia has no institution, such as the Chicago Board of Trade, where commission merchants can concentrate their orders and establish definite quotations from day to day. The business here is conducted largely by haphazard bargaining between producers and buyers in the large cities, who have their own private cable advices from England as to market conditions there and in America, and who to a great extent make their profits out of the lack of similar information among a large section of farmers, many of whom, not having any definite views themselves as to values of wheat, sell for whatever is offered them.

Read Carefully Before Coopering Cars.

Facts the man who prepares cars for the new wheat crop should keep in mind:

1. Twelve and three-tenths per cent of all the cars weighed in 1910 by the weighing department of the Chicago Board of Trade arrived leaking grain.
2. Three-fourths of all this leakage was at various points of the car box other than grain doors.
3. Sixty-nine and five-tenths per cent of all car box leaks was caused by loose, bulged and defective sheathings at the sides and ends of cars.
4. Short floor boards at junctions of floors, sills and posts, and cracks in floors at end sills are responsible for many shortages.
5. Old nails and spikes in the surface of door posts frequently cause leakage as such obstructions prevent the grain doors from fitting tight against the door posts.
6. The Chicago Board of Trade weighing department's percentage of leakage for each year shows nearly one hundred per cent greater during the wheat handling months of August and September.
7. The weighing department's shortage records, too, show a much greater number of shortage complaints during these two wheat handling months.
8. More care is necessary in preparing cars for small grains, such as wheat and rye, than for corn and oats. The ends of cars should be given special attention.
9. The free use of burlap or cheese cloth and oakum in preparing cars for grain will aid materially in preventing leakage.

H. A. Foss, Weighmaster.

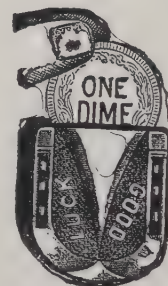
GRAB'S POPULAR NOVELTIES



GRAB'S FOOT SCRAPER

Appeals chiefly to housewives. In the interest of clean houses and sanitation. Cleans the sole by means of ten parallel enameled cleaning plates and brushes sides of shoe at same time. Keeps dust, dirt, mud and germs out of the house. Easily rotated and cleaned or swept under. Fastens on step, walk or any handy place. Lasts a lifetime. Sanitary. Teaches cleanliness. Thousands of them in use both city and country. Price only \$1.00.

GRAB'S Lucky Horse Shoe BANK



A hit with both children and grown-ups. Teaches the saving habit. May be worn on watch

chain or key ring, or carried in pocket. Made of brass heavy nickel-plated. Lasts forever. Opens automatically when 10 dimes are deposited. Cannot be opened otherwise. Price 10 cents, postpaid.



GRAB'S WONDER LIGHTER

A new and taking novelty just out. Produces a spark which lights all gas and gasoline burners. Each lighter good for 5,000 lights or flashes. Nice to hang on every gas jet in the house. Does away with litter of half burnt matches and prevents unsightly scratching of wall paper or wood-work. Price 10 cents, postpaid.

Write for Best Prices at once

Victor M. Grab & Co.

1102 Ashland Block

CHICAGO, ILL.

EVIDENCE OF DETERIORATION OF CORN IN TRANSIT.

In reversing the judgment by Judge Riley of the circuit court of Pemiscot county the Springfield Court of Appeals of Missouri held that the condition of corn at destination should be considered in determining whether the corn was loaded in good condition.

J. H. Neil and another, doing business as the Interstate Grain Co., plaintiffs, bot 2 cars of corn of the Cunningham Store Co., loaded at Grassy Bayou and Canady's Switch, Mo., for shipment to Eufaula, Ala. The plaintiffs offered the depositions of six disinterested persons who lived at Eufaula, and testified that, when the corn arrived at that place, it was wet, soft, and mildewed, and damaged so that it was not worth more than 40 cents per bu. These witnesses also testified that the cars the corn was shipped in were in good condition. In addition to these witnesses, one of the plaintiffs testified that, upon receiving word that the corn had arrived in bad condition, he went to Alabama to personally look after it, because he believed it was simply a scheme of the commission men to misrepresent the condition of the corn; but when he arrived there he found it in the condition testified to by the other witnesses.

Plaintiffs alleged the corn was inferior, chaffy, and green or wet, wholly unfit for market and had to be rehandled at Eufaula to prevent loss, and could then be sold for only 40 cents per bu., a loss of 35 cents per bu. On trial without jury the lower court gave judgment for \$126 on account of alleged shortage in weight, the remainder of the claim for \$584 damages being denied. The court of appeals held Judge Riley erred in ruling out evidence of the condition of the corn at destination, stating that "all the witnesses agreed that the cars were in good condition, and that the corn put in such cars dry and in good condition would not be in the condition that the plaintiff's testimony shows the corn was when it reached its destination. If any reliance can be placed on the testimony of witnesses, and if facts can be proven by testimony, then it was conclusively shown in this case that the corn was greatly damaged when it reached its destination, and, the witnesses having agreed that corn put in the car in proper condition would not become damaged as this corn was, a strong case was made for the plaintiffs.

"In behalf of the defendant, the testimony showed that one car of the corn was loaded at Grassy Bayou, and three witnesses testified that the corn was in good condition, so far as they could observe, when it was loaded. The other car was loaded at Canady's switch, and four witnesses testified that the corn was in good condition when it was loaded. It may be said, however, that some of the witnesses testifying to the condition of either car did not know the condition of all the corn put in the cars. There was some testimony, however, showing that in the fields from which some of the corn was gathered, there was certain green corn, and that the parties gathering were instructed not to get any of the green corn. On behalf of the plaintiffs, two witnesses testified that they saw the corn as it was being loaded, and that some of it was in bad condition to be shipped, and that the attention of the person loading the corn for the defendant was called to the fact." Plaintiffs were granted a new trial.—130 S. W. Rep. 503.

ILLINOIS COUNTRY ELEVATOR.

Enterprising grain shippers do not hesitate to expend a considerable sum for changes in their grain handling equipment that will effect economy and enable them to move the grain with greater despatch and less labor.

An example of a complete remodeling job is shown in the engraving herewith, representing the plant of the firm of Kleiss & Gilles at Pesotum, Ill., and the new concrete gasoline engine house, detached 15 ft.

The main building is 32x32, with bins 32 ft. deep, all hopper bottomed and 12 in number, including shipping bin; additional storage being provided in an ear corn crib, 12x32 ft. The cupola is in two stories, 24 ft. high, the upper floor being used as a distributing floor for both legs and the lower floor containing a Constant Cleaner, spouting to several bins.

Of the two elevator legs one has 14x7 and the other 12x6 cups, receiving grain from dump sinks by chain drag. Either leg can be used for loading, there being a gravity loading spout as well as a Boss Loader, which was in the old house. When the crib is full the ears are shelled with a portable sheller. The automatic scale on working floor loads either leg and the Weller Distributors are operated from the working floor. The equipment includes Weller Car Mover of 5 car capacity and a 15-h.p. gasoline engine.

A roomy basement under the entire building is found very convenient.

Power is transmitted from engine to main drive shaft by belt and from shaft to cupola by rope. The plant was remodeled by W. H. Wenholtz.

The cost of producing oats, as estimated by the Crop Reporting Bureau of the U. S. Dept. of Agri., including rent per acre is placed at \$10.91; value of oats per bu., 40c; value per acre, \$14.08; cost per bu. including rent, 31c; excess of value over cost, including rent, 29%; average size of fields, 25.5 acres; value of land per acre, \$70.48.

Grain Trade Legislation in Ohio.

The report of the Legislative Committee of the Ohio Grain Dealers Ass'n for the year ending June 20th, 1911, was not presented to the annual meeting, but is as follows:

During the five months' session of the 79th General Assembly of Ohio a great number of bills were introduced affecting, directly or indirectly, the Grain Dealers of the state, making it necessary that the Ass'n be represented continuously throughout the session by persons capable of presenting arguments before the Senate and House committees in support of bills for the benefit and protection of our interests, and in opposition to bills which would be detrimental thereto.

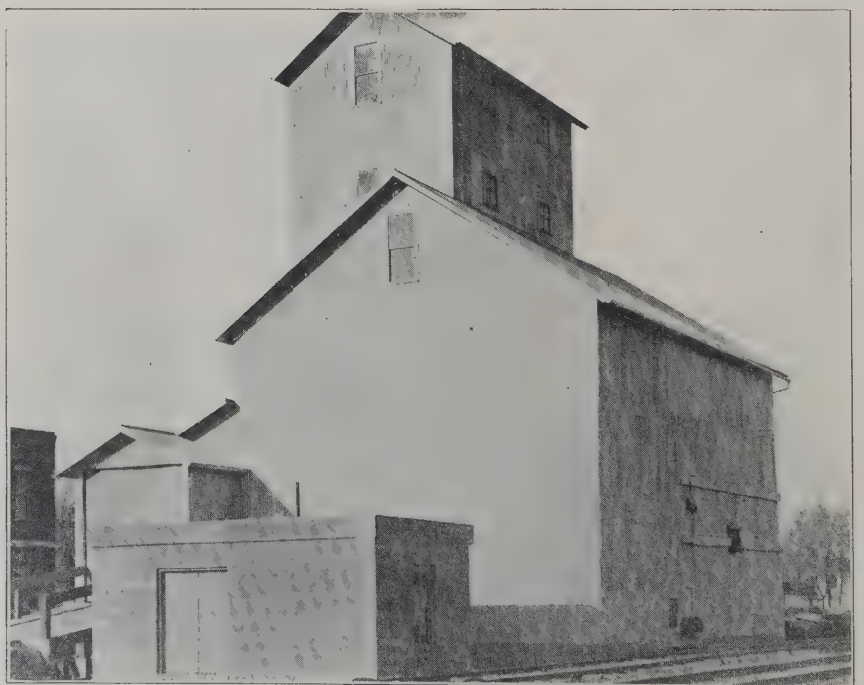
The Legislative Committee of the Ohio Shippers' Ass'n, represented by E. W. Seeds, its Chairman, and J. W. McCord, our Secretary, very kindly took upon themselves to assume the burden of looking after all bills affecting the interests of the Ohio Grain Dealers.

About two months before the close of the legislative session Mr. Seeds was taken seriously ill. These gentlemen spent most of their time in appearing before committees of the two houses and presenting arguments in support of or in opposition to bills until Mr. Seeds became incapacitated by illness; then the entire work fell upon Mr. McCord who spent the greater part of his time at the State House until final adjournment of the General Assembly May 31st, and nothing was left undone that could be done for the protection of our interests.

We deem it unnecessary to go into detail regarding the various subjects of legislation affecting our interests. We simply submit a brief outline statement of the provisions of the bills in which we are interested and the results of the work in support of or in opposition to such bills.

House Bill No. 10, introduced by Mr. Huber, entitled "A Bill to prevent the adulteration of agricultural seeds," known as the "Clover Seed" Bill. It was practically defeated through the efforts of the Toledo Produce Exchange, actively assisted by our Ass'n through its representative, Mr. McCord. While this measure was known as the "Clover Seed" Bill, it affected seed oats, seed corn and seed wheat, and the Grain Dealers are to be congratulated upon its practical defeat, as it was prevented being brot to vote.

Senate Bill No. 227, known as the "Department Feed Bill," was strenuously opposed by the representatives of your Legislative Committee, the Millers' State Ass'n and E. H. Culver, the opposition resulting in its practical defeat. The enactment of this bill would have been a misfortune to grain dealers and millers, as under its provisions worthless feed would have been brot into competition with the pure feeds



Remodeled Grain Elevator and New Concrete Engine House of Kleiss & Gilles, at Pesotum, Ill.

made by our millers. As a result of its defeat we may naturally infer that a better demand for coarse grains for manufacturing feeds in Ohio will prevail than otherwise would have obtained.

Senate Bill No. 18, introduced by Mr. Gayhill, providing for the teaching of agriculture in the common schools of the state was enacted. We gave our earnest support in aid of the passage of this bill which will necessarily result in a wider and more complete education along the line of scientific agriculture, to the mutual benefit of the farmer and the grain dealer. This is in line with our policy of doing everything possible to advance the interests of the farmer upon whose prosperity and success depend the prosperity and success of the grain dealer.

House Bill No. 31, by Mr. Finley, to amend Sec. 8970 and to repeal Sec. 8971 of the General Code relating to the liability of railroad companies for loss or damage by fires, and prescribing the rules of evidence. We took a very prominent part and actively assisted in securing the enactment of this bill. You are all aware that heretofore when an elevator or other building located on the line of a railroad was destroyed by fire caused by locomotive sparks, all the railroad company had to do in order to escape liability was to prove that the locomotive was properly equipped with spark arrester in good condition and was properly operated. This they could always do, by the testimony of the engineer, fireman and boiler inspector. Under the law as amended by the enactment of House Bill 31, the exercise by a railroad company of due care in equipping and operating its locomotive will not exempt such company from liability. The railroad attorneys fought hard for the defeat of this bill and finally succeeded in having it so amended by the Senate Committee on Railroads and Telegraphs that nothing provided therein should invalidate or prohibit contracts by a railroad company by which the company is indemnified against loss or damage to property by fire, or liability therefor released. Under the provisions of this bill, as amended and passed, hereafter when elevator or other property is destroyed by fire caused by sparks from locomotives and the owner of the property has not entered into a contract with the railroad company releasing it from liability on account of loss by fire, such owner will have some chance to recover from the railroad company the amount of his loss in excess of his insurance.

House Bill No. 82. This bill was prepared by Messrs. Seeds and McCord and introduced at their request by Representative Evans. There was no open or serious opposition made to it by the railroads, altho it required close attention in the matter of having it reported out by the House and Senate committees and passed. The provisions of this bill apply to loss or damage to freight occurring on shipments from and to points within the state, and make the initial carrier liable for such loss or damage; so that a claimant is not required to ascertain on what line the loss or damage occurred and if found that it occurred on a connecting line, to make his claim against that line, but he may make claim against or sue the initial carrier who will be held liable for the loss or damage if proven, whether such loss or damage occurred on its own line or on connecting lines. This law is exactly the same as the Carmack Amendment to the Interstate Commerce Law applicable to interstate shipments which was recently declared constitutional by the United States Supreme Court.

House Bill No. 138, known as the "Clearance Bill," by Mr. Bell, requiring railroads to establish unreasonable clearance between their sidings and factory buildings, including elevators, etc. We appeared in opposition to this bill at numerous meetings of the House Committee on Labor, to which the bill was referred. It was amended by the Committee and reported out Mar. 17th and practically defeated, as it was prevented being brought to a vote. Had this bill passed it would have imposed a very great hardship upon many owners of elevators, requiring either that the elevator buildings be moved farther away from the siding or the siding farther away from the elevator building. The defeat of this bill alone rendered an invaluable service to every grain dealer in Ohio having his elevator located along a railroad siding within the distance therefrom prescribed in the bill; and the time given and efforts made in bringing about its practical defeat were well worth while.

House Bill No. 171, Mr. Gebhart, to supplement Section 8993 of the General Code and to make uniform the law of bills of lading. It was largely through the efforts of Mr. McCord that this bill was enacted.

House Bill No. 209, by Mr. Haggerty.

The provisions of this bill required dealers and shippers of hay to have their name and place of business attached to each bale. It was through our efforts alone that this measure was held in committee and not reported out.

House Bill No. 147, by Mr. Bertsch, relating to the selling of articles of merchandise by weight. We opposed this bill as originally drawn for the reason that it provided for the repeal of the present statutes governing standard weights and measures, which laws are the result of over sixty years of legislation and are considered practically perfect, being almost uniform with the laws of other states relating to weights and measures. The Retail Grocers' Ass'n of Ohio had this bill introduced with a view to protecting their interests by having enacted a provision requiring vegetables, etc., to be sold by weight. In their enthusiasm they overlooked the injury that would accrue to grain dealers and others by the repeal of the present laws governing weights and measures and formulated the bill in such manner as to wipe out these laws. Mr. McCord intervened on behalf of our Ass'n and after several conferences with the representatives of the Retail Grocers' Ass'n, succeeded in having a new bill drawn (House Bill No. 530, Mr. Thomas), which left the old laws stand, known as Section 6418 of the General Code. The new bill simply supplemented Section 6418 by adding an additional section 6418-1, which made provision for the articles in which the Grocers' Ass'n were interested. The bill in this form passed both Houses. Had it not been for the work of the representative of your Legislative committee in connection with this bill, in all probability it would have passed as originally drawn and the injury would have been very great. This illustrates the importance of watchfulness and vigilance on the part of all concerned when our General Assembly is in session.

House Bill No. 431, formulated by Mr. McCord for the Ohio Grain Dealers Mutual Fire Insurance Ass'n, and introduced by Mr. Muhlbach, to permit mutual fire insurance associations of Ohio insuring extra hazardous risks to accumulate a surplus equal to their average losses and expenses for one year. This will enable our Insurance Ass'n to make its semi-annual assessments more uniform than heretofore and will benefit every grain dealer insuring in our association.

House Bill No. 325, known as the "Public Utilities Bill," which was passed and becomes a law July 1st. While we did not openly commit ourselves for or against this bill, we did take an active part in different committee meetings where changes and amendments were being considered, and secured all the advantages which we considered important to the grain dealers of Ohio, namely: Those features relating to the law applicable to railroads, telegraphs and telephones.

Your Committee, through Mr. Seeds and Mr. McCord, also gave the necessary attention to other legislation of remote interest to grain dealers.

Respectfully submitted,
CHARLES E. GROCE,
For the Legislative Committee.

Linseed oil amounting to 142,640 gallons was exported in the ten months prior to May 1 against 192,844 gals. exported in the same months prior May 1 last year, as reported by O. P. Austin, chief of the Bureau of Statistics.

Not one number of the Grain Dealers Journal disappointed me in what I expected of a trade journal during the five years I have been a subscriber.—Carl Lawdahl, formerly agt. Cargill Elevator Co., Lidgerwood, N. D.

The circuit court of the United States at New York recently handed down a decision in the first of the cases brought by foreign buyers of American cotton drafts to recover for fraudulent Bs/L made out by Knight, Yancy & Co., the defunct Alabama brokerage firm. The court held that, under the law of New York, the bank that accepted the false B/L from K., Y. & Co. and delivered it to the Liverpool bankers, is responsible for the amount of the note. This decision is expected to have important bearing on future cases, as it definitely places the responsibility for fraudulent Bs/L that heretofore was somewhat doubtful.

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Supreme Court Decisions

Servant's Assumption of Risk.—A servant employed to shovel cotton seed from a seed pile into a conveyor assumes the risk of injury occasioned by the fall of the pile by gravity.—*Vernon Cotton Oil Co. v. Catron*. Court of Civil Appeals of Texas. 137 S. W. 404.

Lien on Crop.—The mortgagor of a crop to be grown must have some interest in the lands at the execution of the mortgage in order to confer on the mortgagee a lien superior to a mortgage executed after the crop was planted and while the mortgagor had an interest in the land.—*McNeill v. Henderson & Hill*. Appellate Court of Alabama. 55 South. 269.

Broker's Liability to Principal.—Where a broker closes out a short transaction without notice to his customer or on insufficient notice, the customer is entitled to the difference between the price at which the short stock was bought in and the lowest market price of the stock within a reasonable time after the sale, less the broker's commission.—*Barber v. Ellingwood*. Supreme Court of New York. 129 N. Y. Supp. 414.

Notice to Carrier of S/O Shipment.—Under a shipment addressed to the consignee with direction to notify his vendee, a B/L marked, "B. L. attached to draft," sufficiently notified the carrier not to deliver the shipment without surrender of the bill, though the blank form used was what is known as the "straight," and not the "order," form.—*Sturges v. Detroit, G. H. & M. Ry. Co.* Supreme Court of Michigan. 131 N. W. 706.

Contract by Telegram.—A person who sends a telegram directing his broker to purchase stock makes the telegraf company his agent, and the broker, acting under the authority of the telegram, acts within his authority, and stock so purchased becomes the property of such person without further action on his part, though the telegram is erroneously transmitted.—*Sherrerd v. Western Union Telegraf Co.* Supreme Court of Wisconsin. 131 N. W. 341.

Establishment of Rates.—Where a carrier, in the unrestrained course of business, adopted a lower schedule of charges for intrastate and interstate passenger service than the rate allowed by the State Corporation Commission for intrastate business, it cannot object to the rates fixed by the commission as substantially burdening interstate commerce.—*Washington Southern Ry. Co. v. Commonwealth ex rel. State Corporation Commission*. Supreme Court of Appeals of Virginia. 71 S. E. 539.

Rescission of Sale.—In case of a contract for the sale of 200 car loads of hay of given quality to be delivered and paid for in monthly installments of 17 car loads running through a year, the purchaser generally has no right, after the contract has been partly executed, to rescind for defect of quality of some of the hay, but must recoup from the purchase money or sue for damages for such breach.—*J. W. Ellison, Son & Co. v. Flat Top Grocery Co.* Supreme Court of Appeals of West Virginia. 71 S. E. 391.

Warehousemen.—Proof that a warehouseman issued a warehouse receipt for goods, that the goods were not found in the warehouse when called for, and were not accounted for, authorized a finding that the receipt was fraudulently issued, and that the goods were not in the warehouse at the time of the giving of the receipt, authorizing a recovery on the bond of the warehouseman.—*State ex rel. First Nat. Bank of Morris, Okla., v. Federal Union Surety Co.* Kansas City Court of Appeals, Missouri. 137 S. W. 613.

Carrier's Negligence.—A common carrier cannot, by any kind of agreement, exempt itself from loss accruing by reason of its own negligence.—*Leas v. Quincy, O. & K. C. R. Co.* Kansas City Court of Appeals, Missouri. 136 S. W. 963.

Stoppage in Transit.—A vendor has no right of stoppage in transitu after his vendee, to whom he has invoiced and billed his goods, has surrendered the B/L to the railroad company at the destination named therein, has rebilled them to his vendee at another place, and they have gone on to that destination. It is only while goods are in transit between the vendor and his purchaser that the right of stoppage in transitu exists in the former.—*In re W. A. Paterson Co. U. S. Circuit Court of Appeals*. 186 Fed. 629.

Landlord's Lien.—Under Code, § 2992, giving landlord a lien on crops grown upon the leased premises, and section 2993, providing that the lien may be enforced by the commencement of an action, the lien conferred follows the crops into the hands of a purchaser from the tenant, and the landlord may maintain an action for damages against such purchaser, and the measure of his recovery is not necessarily the value of the property, but the value of the incumbrance.—*Boyd v. Stipp & Harlan*. Supreme Court of Iowa. 131 N. W. 22.

Title in Shipper.—Where goods are shipped under an open B/L, and the contract between the shipper and the consignee provides that the goods are not to be paid for until received, inspected, and weighed at the point of destination, and the stipulation is inserted to ascertain the quantity of the goods and the price therefor, the title remains in the shipper, who is the party aggrieved by the carrier's delay in transportation, and he alone may sue for the penalty imposed by Revisal 1905, § 2632, tho the carrier is ignorant of the contract.—*Elliott v. Southern Ry. Co.* Supreme Court of North Carolina. 71 S. E. 339.

Recovery of Payment on Contract for Deferred Delivery.—A seller for future delivery, after the sale, requested the buyer to arrange a credit in a bank for the price, in order to help him out. The buyer, in response, agreed to permit the seller to draw on him at one month's date. The seller drew a draft, and the buyer accepted by note for a part and by check for the balance. The seller failed to deliver. Held, that the money paid by check was not a deposit or part payment on the contract of sale, but was a loan, and the buyer was entitled to recover the same.—*White v. Blah*. Supreme Court of New York. 129 N. Y. Supp. 405.

Failure to Furnish Cars.—If the defendant engaged to deliver to the plaintiff at a certain place two cars, as alleged by the plaintiff, and did not so deliver them by reason of a shortage in the cars at the time, whether the fact of such shortage was known to the plaintiff or not, this would not relieve the defendant from the performance of its contract. In such case the plaintiff would be entitled to recover such a sum as would compensate him for the loss or damage which he sustained by reason of the failure of the defendant to perform his engagement with him.—*Williams v. Armour Car Lines*. Superior Court of Delaware. 79 Atl. 919.

Arbitration Submission Irrevocable.—Code Civ. Proc. § 2383, provides that a submission to arbitration cannot be revoked after the proofs have been closed and the matter finally submitted. Code Va. 1904, § 3008, provides that an arbitration agreement or submission shall not be revocable by either party without leave of court. Held, that the statutes of both states make an arbitration submission irrevocable under limitations differing only in details, and the Virginia statute is not contrary to the public policy of New York, and hence, under the full faith and credit clause of the United States Constitution, an arbitration award in Virginia was admissible in evidence in an action in New York.—*Pizzini v. Hutchins*. Supreme Court of New York. 127 N. Y. Supp. 1043.

Bucket Shop Transactions.—As between the parties, a note given in settlement of losses arising out of a bucket shop speculation as to future prices of grain or other commodities, where delivery is not contemplated by either party, is invalid, and payment will not be enforced for that reason and also because such contracts are contrary to public policy, as disclosed by Acts 1907, c. 242 (*Burns' Ann. St. 1909, § 3837*).—*Wilson v. National Fowler Bank*. Appellate Court of Indiana. 95 N. E. 269.

Margin Collateral.—Where customers of a bankrupt stockbroker pledged collaterals to him for margins, and he repledged them, paying his own debt at a bank, by which they were in part sold to satisfy the bank's claim, they were not required to trace their holdings into the surplus realized by the bank in order to recover the surplus of the proceeds so remaining; their rights resting in contract, and not as a result of their being beneficiaries of a trust.—*United Nat. Bank v. Tappan*. Supreme Court of Rhode Island. 79 Atl. 946.

Carrier's Liability for Failure to Deliver.—Where the consignee of three cars, after having paid the consignor for the goods, turned over the Bs/L for two of the cars to defendant carrier as its agent for re-consignment, and retained possession of the B/L for the third car, defendant is liable to the consignee for the diversion of the cars at the direction of the consignor and consequent failure to deliver to the consignee, whether the consignee had refused to pay for the goods at one time or not.—*F. H. Smith Co. v. Louisville & N. R. Co.* St. Louis Court of Appeals, Missouri. 137 S. W. 890.

Compulsory Arbitration Limited by By-Laws to Sales on Commission.—A membership corporation for the mutual benefit of commission merchants and for the best interests of shippers and receivers adopted by-laws providing (section 4) that, in the event of any dispute between a nonmember and a member, the nonmember may demand a trial of the case before the arbitration committee of the branch of which the other party is a member, and provides for appeal on dissatisfaction with the award within 60 days. Section 5 declares that if any member refuses to submit a disputed account to the branch league of which he is a member, as provided in section 4, he shall be expelled. Held, that section 4, read in connection with section 5, required arbitration of disputed accounts only between commission merchants and their principals arising out of sales on commission, and had no application to a dispute between a member and a nonmember arising out of an alleged breach of an absolute contract of sale.—*National League of Commission Merchants of United States v. Hornung*. Supreme Court of New York. 129 N. Y. Supp. 437.

Weight of Bushel for Jury.—Plaintiff, a seed dealer in Kentucky, by letter offered defendant, a dealer in Seattle, blue grass seed "at \$1.40 per bu. f. o. b. cars," guaranteeing "that it will test 21 pounds to the measured bushel." Defendant accepted by wire confirmed by letter, describing the purchase as "One minimum car * * * blue grass seed weighing 21 lbs. to the bushel at \$1.40 per bushel f. o. b. cars." Plaintiff wrote: "Yours * * * confirming purchase of blue grass seed from us duly to hand and seems to be correct. * * * Kentucky blue grass seed testing 21 lbs. to the measured bushel at \$1.40 per bu. (14 lbs.) f. o. b. cars here." The seed was shipped, and the controversy between the parties was as to whether, under the contract, 14 to 21 pounds constituted a bushel. Plaintiff alleged, and offered evidence tending to prove, that by custom in the seed trade 14 pounds was a bushel, while defendant denied the custom, and introduced evidence tending to prove that it did not exist west of the Missouri river, and that defendant had never heard of it. Held, that the contract on its face was ambiguous as to the number of pounds to be delivered for a bushel, and that under the evidence the question was one for the jury.—*Chas. H. Lilly Co. v. Brent*. U. S. Circuit Court of Appeals. 186 Fed. 700.

Supply Trade

Chicago Callers: J. H. Pank, north-western mgr. at Minneapolis, of the Richmond Mfg. Co.

Marshalltown, Ia.: The insurance on the Lennox Machine Co.'s plant aggregates \$30,000, divided among a number of insurance companies.

Philadelphia, Pa.: The Otto Gas Engine Works is now represented in Chicago by N. A. Johnson, with offices at 537 S. Dearborn St.

Minneapolis, Minn.: The American Grain Separator Co. has sold to one dealer in Canada 2,000 fanning mills, all to be delivered by April 1st, 1912.

Chicago, Ill.: McAllister & O'Connor, elevator builders, advise that since Sept. 1st, 1910, to date they have received and executed or are executing 18 contracts.

Silver Creek, N. Y.: The S. Howes Co., for the month of July, issues its calendar containing illustrations of Excelsior Bran Duster. Are you on its list?

There is one partner you need in your business, a partner who will add to your profits a good deal more than he will draw out of the receipts. That partner is printer's ink.

Detroit, Mich.: The National Gas & Gasoline Engine Trades Ass'n, at its semi-annual convention here, decided to hold the annual meeting this coming fall at Cleveland, O.

Peoria, Ill.: The Heb-Dennis Weigher Co. has just completed the manufacture of its first lot of machines—a patent grain weigher, weighing grain flowing in a continuous stream.

Lansing, Mich.: The Ideal Gas Engine Co., with capitalization of \$150,000, has been recently formed and has taken over the plants of the Ideal Motor Co. and the Air Cooled Motor Co.

New York City, N. Y.: The H. W. Johns-Manville Co. has just issued a unique and interesting folder on the construction of J. M. Sectional Conduits, with list of representative installations. Get one.

The Town of Bellevue, Iowa, has bot two Foos Producer Engines to operate the Municipal Electric Light Plant. Both engines are of the Foos three-cylinder vertical type and will develop 100 H. P. It is anticipated that the installation will be made and the plant running in several weeks.

Chicago, Ill.: A large and thoroly interesting booklet on Burmite Ready Roofing and Siding has just been published by Birmingham & Seaman Co. Its many illustrations in colors, and valuable text matter, bespeak the attention of all readers of the Journal. A request of the company will bring a copy and samples of Burmite.

The Grain Dealers Journal is No. 1 in every particular.—J. C. Boyd, Guys Mills, Pa.

While the machinery contract was placed months ago tenders have only been asked recently for the great granary for Glasgow at Meadowside, 312x72 ft. and 14 stories high.

LOSS COMPUTED ON VALUE At Place of Shipment.

On the complaint by J. C. Shaffer & Co. against the C., R. I. & P. Ry. Co. to recover the destination value of a shipment of grain the Interstate Commerce Commission recently decided that

The provision in the uniform B/L that, "The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this B/L, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence," is not unreasonable.

Complainant purchased at Kansas City on Dec. 24, 1909, 5,000 bus. durum wheat at 99½ cents per bu., delivered Chicago and immediately sold the 5,000 bus. at 100½ cents on the floor of the Chicago Board of Trade. Shipment was made over the Rock Island and all cars but one arrived. This was misdelivered to the Quaker Oats Co., at Cedar Rapids, Ia., and unloaded. Complainant learned of the misdelivery Feb. 5, and immediately bot upon the floor of the Board of Trade another car of equal quality at \$1.03½ per bu., resulting in a loss, for which claim was made and declined, on the ground that the uniform B/L makes the invoice value the measure of damages. In the interest of all shippers the case was taken up by the Chicago Board of Trade and prosecuted before the Interstate Commerce Commission by its counsel, Chester Arthur Legg, in the belief that the conditions of the grain trade warranted a change in the condition of the uniform B/L to conform to the common law that the value at destination is the measure of damages.

The Commission, however, saw fit to rigidly uphold the uniform B/L, totally disregarding the fact that the destinations of most shipments in a grain surplus country is the great central or seaboard markets where values of grain are determined to the fractions of a cent per bushel. The Commission said:

Under present methods of conducting transportation and the widespread distribution of commodities it is often more difficult when property has been lost by the carrier to ascertain the value thereof at the point of destination than at the point of shipment, where there frequently has been a sale which fixes the value. While it is true that at the destination in this particular case there is a market for this commodity which determines its value, this is not always the case. It was found upon consideration of the entire matter that it would be the wiser policy to adopt the value of the commodity at the time and place of shipment, and especially to accept the invoice value. This renders the ascertainment and adjustment of damages comparatively easy and tends materially to check the litigious prosecution of exaggerative claims of damage. Moreover, it must be remembered that although the rule works to the advantage of the carrier when the market price has advanced subsequent to the date of shipment, it benefits the shipper in case the market price at destination should decline; and it seems fairly probable that in the long run the rule would be of advantage to the shipper as often as it is to the carrier.—21 I. C. C. 8.

The Supreme Court Decisions published in the Grain Dealers Journal are alone worth \$1.50.—J. L. Douglas, Shirley, Ill.

Altho I am temporarily out of the grain business it gives me much pleasure to look over the Journal.—O. F. Hoese, Broadview, Mont.

The Ellis Drier Co.

It Is the General Opinion

of those not quite up to the times that a grain drier is a source of profit only in the handling of a wet harvest. The truth of the matter is we have so perfected our machines in their economy of operation and quality of work turned out that it has been found highly profitable to run all the lower grades through the driers regardless of their condition. For the purpose of raising grades when a shrinkage of one-half to three per cent is sufficient, cold air only is applied and in the handling of this class of work the cold air process for drying and cleaning can not be equaled. A modern drying plant if properly handled can be run every day in the year and whether the machine is running on good or bad material the resulting increase in quality warrants the process.

It's Nature's Nearest Way

Postal Teleg. Bldg.

Chicago
U.S.A.

Patents Granted

Grain Drier. No. 997,016. (See cut.) William H. Slaybaugh, East Toledo, O., assignor of three-eighths to William T. Davies, Toledo, O. The combination of a plurality of super-imposed shaker-frames, alternate ones of which are oppositely inclined and mechanism connecting such frames in pairs and operative to cause the frames of each pair to have reverse reciprocatory movements and vertical oscillatory movements in unison.

Dust Collector. No. 997,171. (See cut.) John Conrad Zehfus, Chicago. A dust collector of the cyclone type, comprising a casing having a dust outlet at the bottom and having side walls converging toward the outlet, the casing also having an air inlet directed into the upper part of the casing, and an air outlet above the dust outlet, a collector bell located in the casing between the air and dust outlets and means providing a direct passage for dust from the collector bell transversely outward toward the walls of the casing.

Grain Separator. No. 996,155. (See cut.) Gerhard Spenst, Greta, Manitoba. A separator comprising a shoe, a hopper for feeding grain thereto, means for subjecting the grain to an air blast, a screen under the shoe having a reverse slope and having its upper portion solid with a slot therein, an adjustable slide for more or less covering the lower portion of the slot to catch the lighter grain falling from the shoe and direct it upon the screen, a conveyor under the slot and an elevator for receiving the material from the conveyor and returning it to the hopper.

Grain Tank. No. 996,254. (See cut.) William Johnston, Winnipeg, Man. The combination with a sectional metallic roof supported by roof beams and having an elongated opening therein with opposing sides turned upwardly, of similar plates secured permanently to the roof beams and having their upper edges extending upwardly and over the upwardly directed edges of the opening, a cover over the opening having its sides turned upwardly and backwardly and adapted to fit over the upper edges of the plates and a hood secured to the roof and receiving the upper end of the cover.

Grain Scoop. No. 996,596. (See cut.) Chas. H. Lindner, Bucyrus, O. A wheeled push scoop comprising a transverse arch member consisting of vertical guide portions and a horizontal portion connecting their upper ends and wheels mounted on the lower ends of the vertical portions, a scoop mounted for vertical reciprocation between and guidance by end portions, push handles fixed to the scoop and extending rearwardly therefrom, a lever pivoted on the horizontal portion for man-

ually raising and lowering the scoop and means for maintaining a fixed angular relation between the scoop and the arch.

Seed Bag Filling and Sealing Machine. No. 997,145. Jesse Lines, Sabetha, Kans. A bag filling machine embodying a support for sustaining the filled bags while in transit from the filling mechanism to the sealing mechanism, elevating means in the length of the support for lifting the bags, a brush arranged to supply paste to the sealing flaps of the bag when lifted, means for imparting rotary movement to the brush, a second brush arranged to supply paste to the first mentioned brush at a point in the rotation thereof, a paste distributor and means for imparting rotary movement to the second brush.

Grain Door. No. 996,961. (See cut.) Peter A. Aurness, Minneapolis, Minn. The combination with a freight car having a door opening therein and vertical guideways on each side of the opening, of a door composed of sections arranged to slide vertically in the guideways, the contiguous longitudinal edges of the sections lapping by one another, the wall of the car having a recess on one side of the opening adapted to receive the door sections when raised and the guideway on that side of the car having a hinged upper portion arranged to swing down out of the path of the door sections and permit them to be moved into the recess.

Machine for Cleaning and Separating Seed Grain. No. 995,853. (See cut.) Samuel D. Felsing, Crookston, Minn., assignor of one-half to Charles Loring, Crookston, Minn. An apparatus comprising a supply chamber, a cleaning chamber, means for causing the circulation of liquid between the chambers with an upward current in the cleaning chamber, means for delivering grain into the cleaning chamber against the upward flow of the current therein, a screen extending outward from the top of the cleaning chamber and means arranged above the screen for automatically moving the foreign material across the screen and away from the top of the cleaning chamber.

Grain Drier. No. 996,700. (See cut.) Harry R. Brinser, Middletown, Pa. A grain drier comprising a casing having a lower member and an upper member removable from the lower member, the former being provided with heating means, the latter being provided with a flue and the lower and upper members being provided at one end of the casing on their inner sides with a circular recess, one half of which is formed in each of the members, the upper member being provided at the said end with an inlet opening and a closure therefor, and the lower member being also provided at the said end with a discharge opening and a closure therefor; a grain cylinder mounted for rotation in the casing, having an open end disposed in the circular opening of the casing and further provided with an outwardly extending flange bearing against the recessed end of the casing, the cylinder being provided with a supporting shaft which has its bearings at the joints between the lower

and upper members of the casing at the ends thereof, the shaft being provided with a conveyor worm to move grain inwardly in the cylinder and the latter being provided at its periphery with flights to move the grain toward the open end of the cylinder.

Grain Door. No. 996,672. (See cut.) Cyril Sam Drayton Perry, Winnipeg, Man., Canada. The combination with the doorposts and sill of a car, these parts having channels formed therein, of a door adapted to pass between the doorposts, a vertically extending laterally movable bar located in a suitable channel formed in one edge of the door, a vertically extending swingable bar located in a suitable channel formed in the opposite edge of the door, a movable cross bar located in a suitable channel formed in the bottom of the door, the cross bar being connected to the lower end of the swingable bar and turnable means connecting the free end of the cross bar with the end of the adjoining movable bar.

PREVENTION OF GRAIN Elevator Fires.

BY WM. REED.

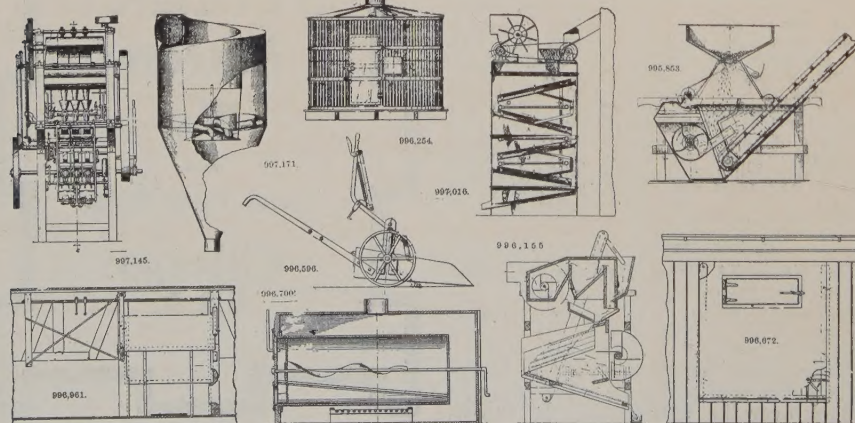
The losses on flour mills and grain elevators during the months of July and August for the year 1910 were 30% higher than the average for the ten years from 1900 to 1909 inclusive. In as much as the loss ratio for June, 1911, was exceedingly high, we are afraid 1910 history will be repeated in 1911. July and August are always bad months owing to dry weather and also to the fact that many plants are not properly watched when first started for the season, after being idle or repaired, and adjustments not properly made.

Every precaution should be taken to make sure that the physical condition of your property is perfect before you commence to take in or grind grain. Not only must the interior of the property be properly watched and be in a safe condition, but the surroundings must be cared for in a like manner. The excessively dry and tinder like condition of the property itself and its surroundings during the months of July and August must be taken into consideration. Keep platforms and awnings wet down and clean and make sure that barrels, buckets, standpipe and hose are in order.

It is your duty to go over your property inch by inch and make sure that it is in perfect condition, then instruct all employees that they will be held responsible for anything that occurs in the way of a fire, to your premises, while they are in charge of it. Look out for the cigarette smoker, or the indiscriminate user of matches and for the ledges and spots around your property where rubbish might lodge that could be ignited by a spark.

There is no reason why the July and August losses should not be brought back to normal. If that is done, there must be a reduction of 30% under last year. Consequently property owners and employees will have to be more careful than last year. This is a vital question to all. There is a personal responsibility resting upon you. Make sure that you live up to your responsibilities.

The A. T. & S. F. has inaugurated a campaign of extermination against grasshoppers in western Kansas, under the management of H. O. Marsh of the government bureau of entomology. A poison composed of white arsenic, salt and molasses mixed in bran is being spread. One Scott County ranchman has bot 300 turkeys to fight the grasshoppers.



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Keep your grain insured for its actual cash value by using our special grain certificates. They can be cancelled at any time.

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Write for the cost per month per \$1000 insurance.



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Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance:

The Practical Gas Engineer, by E. W. Longanecker, M. D., Price, \$1.00.

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The Gas Engine Handbook, by E. W. Roberts, Price, \$2.00.

Gas Engine Troubles and Remedies, by Albert Stritmatter, Price, \$1.00.

Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

For any of the above address,

Grain Dealers Journal

255 La Salle Street, Chicago, Illinois

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual
Fire Insurance Company in
America.

Cash Assets over \$300,000

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Millers' National Insurance Co.

137 S. La Salle St., Chicago, Ill.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

Gross Cash Assets . . . \$1,645,117.65

Net Cash Surplus and . . . 966,846.27

Permanent Fund . . .

Losses Paid since Organization 7,108,022.20

ORGANIZED 1833

The Western Millers' Mutual Fire Insurance Company KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary.

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

A 72% DIVIDEND Ought to Interest You.

We Have Others

We are a purely Mutual Company. No capital stock—every Policy-holder a Stockholder.

Insure your elevators, warehouses and grain at actual cost.

We write insurance in Iowa, Minnesota, Nebraska, South and North Dakota

Write for our statement.

E. H. MORELAND, Sec.,

**TRI-STATE MUTUAL
GRAIN DEALERS FIRE INS. CO., INC.**
Luverne, Minn.

E. A. Brown, Pres. V. E. Butler, V-Pres.
B. P. St. John, Treas.

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

SCALE TICKET COPYING BOOK

This book contains 125 leaves of scale tickets, four to a leaf. Each leaf folds back on itself so as with the use of a sheet of carbon to make a complete and perfect copy of the original on the stub which remains in the book. The original tickets form the outer half of the page, so the removal of any ticket does not disturb the others

Each ticket has spaces for the following record: No., Date, Load of, From, To, Gross lbs., Tare lbs., Net lbs., Net bu., Price per bu., Test Man On-Off, and Weigher's Signature. Size, 9½x11 inches. Printed on good paper.

Order Form No. 73. PRICE \$1.00

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.

ORGANIZED 1878

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost.

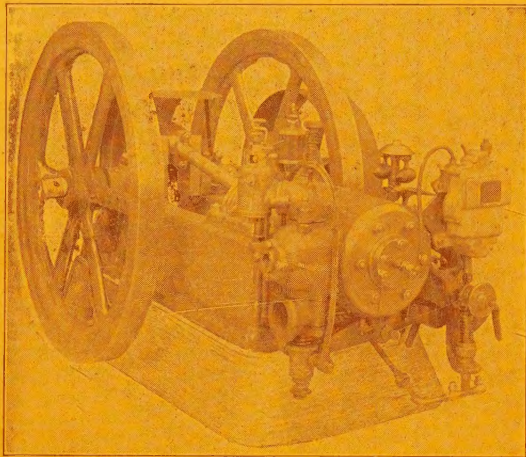
Insurance in force - \$15,104,436.83

Cash Surplus - 353,034.68

GEORGE POSTEL, President G. A. MCKINNEY, Secretary

Address all Correspondence to the Company at Alton, Ill.

The Lambert Engine



A STRICTLY HIGH-GRADE ENGINE

built for service. Extreme simplicity, long life, low cost of maintenance and operating expenses are embodied in the principals around which our engines are built.

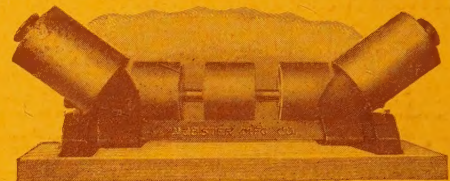
No batteries are required with our up-to-date system of ignition.

Write for our latest catalog.

The Lambert Gas & Gasoline Engine Co.
(East End) ANDERSON, IND.

Handle Grain

"THE WEBSTER WAY"



Large numbers of Grain Elevators are equipped with our Machinery because it ranks high in efficiency and service. Long experience and wide reputation are back of it. Also the confidence and good will of a large patronage.

Belt Conveyors **Spiral Steel Conveyors**
Power Grain Shovels
Friction Clutches **Elevator Buckets and Boots**
Shafting, Pulleys, Link Belting

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Elevator Buckets



Over ninety per cent of all the grain elevators in the country are equipped with FAVORITE buckets.

Why?

Because they are the most suitable—because they are made the "Weller Way", which means *highest workmanship* and *quality combined*.

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Weller Mfg. Co.
Chicago

You Wouldn't Build an Elevator and Leave the Roof Off.

Yet there are some who are almost doing this very thing, they are trying to operate a modern elevator without a dust collecting system, but the installation of one does not necessarily assure you of satisfactory results unless installed by us.

DAY DUST COLLECTOR

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Because the saving on power alone compared with others, forces the Day Collector to the head of the list.

We solicit your investigation on the basis that the hundreds of satisfied users will assure of the same satisfaction. WRITE

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1112 Yale Place :: Minneapolis, Minn.